EPA
United States
Environmental Protection
Agency

EPA 231B09001 | October 2009 | http://www.epa.gov

WATERQUALITY SCORECARD

Incorporating Green Infrastructure Practices at the Municipal, Neighborhood, and Site Scales

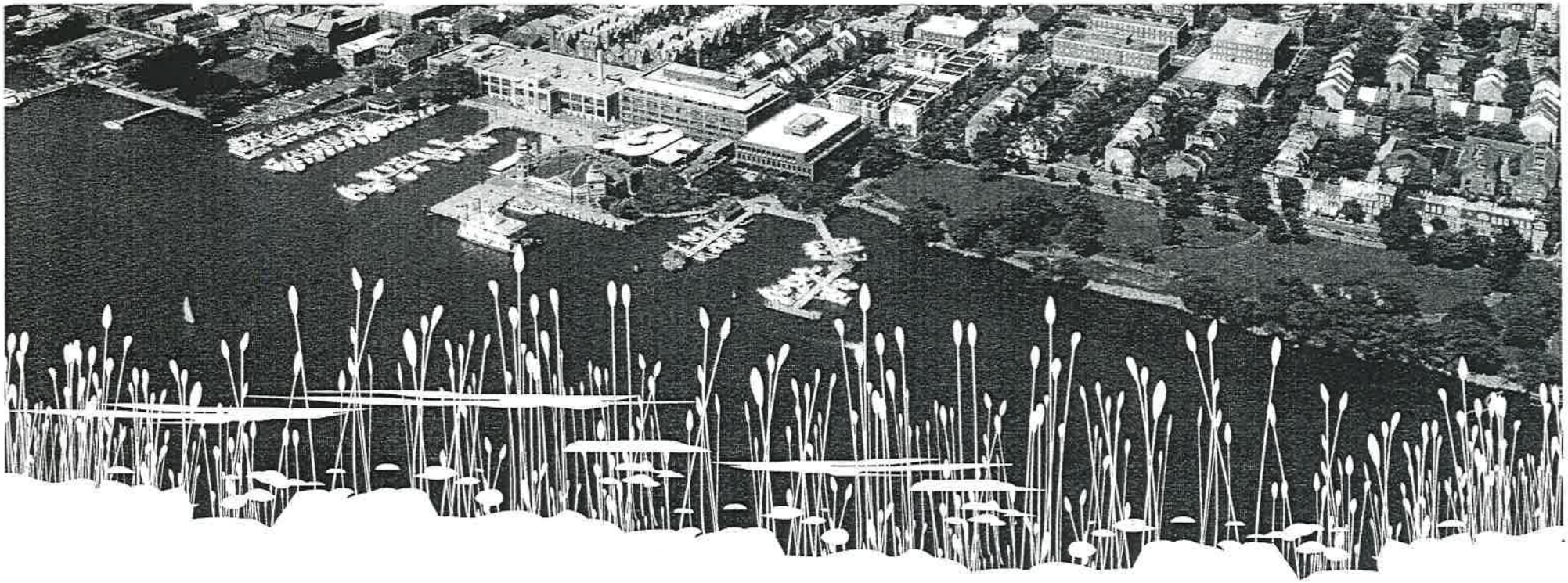


Table of Contents

1 Executive Summary

Many communities across the United States face the challenge of balancing water quality protection with the desire to accommodate new growth and development. These cities and counties are finding that a review of local ordinances beyond just stormwater regulations is necessary to remove barriers and ensure coordination across all development codes for better stormwater management and watershed protection. Local policies, such as landscaping and parking requirements or street design criteria, should complement strong stormwater standards and make it easier for developers to meet multiple requirements simultaneously.

EPA's Water Quality Scorecard was developed to help local governments identify opportunities to remove barriers, and revise and create codes, ordinances, and incentives for better water quality protection. It guides municipal staff through a review of relevant local codes and ordinances, across multiple municipal departments and at the three scales within the jurisdiction of a local government (municipality, neighborhood, and site),[1] to ensure that these codes work together to protect water quality goals. The two main goals of this tool are to: (1) help communities protect water quality by identifying ways to reduce the amount of stormwater flows in a community and (2) educate stakeholders on the wide range of policies and regulations that have water quality implications.

The scorecard is for municipalities of various sizes in rural, suburban, and urban settings, including those that have combined sewers, municipal separate storm sewers, and those with limited or no existing stormwater infrastructure. It can help municipal staff, stormwater managers, planners, and other stakeholders to understand better where a municipality's[2] land development regulations and other ordinances may present barriers or opportunities to implementing a comprehensive water quality protection approach. The scorecard provides policy options, resources, and case studies to help communities develop a comprehensive water quality program.

1 While the watershed scale is the best scale at which to look regionally at water quality protection strategies, it can be difficult to align policies, incentives, and regulations across political boundaries. For purposes of implementation, the largest scale the scorecard uses is the municipality.

2 The term "municipality" as used by the International City/County Management Association (ICMA) refers to local government at both the city and county levels.

2 Background

Growth and development expand communities' opportunities by bringing in new residents, businesses, and investments. Growth can give a community the resources to revitalize a downtown, refurbish a main street, build new schools, and develop vibrant places to live, work, shop, and play. The environmental impacts of development, however, can make it more difficult for communities to protect their natural resources. The U.S. Census Bureau projects that the U.S. population will reach 400 million people by about 2040, which will add continued development pressure on local communities and the environment. Many communities are asking where and how they can accommodate this growth while maintaining and improving their water resources.

Land development directly affects watershed functions. When development occurs in previously undeveloped areas, the resulting alterations to the land can dramatically change the transportation and storage of water. Residential and commercial development creates impervious surfaces and compacted soils that filter less water, which increases surface runoff and decreases groundwater infiltration. These changes can increase the volume and velocity of runoff, the frequency and severity of flooding, and peak storm flows.

Mixed use developments, like main street in Cedar Falls, Iowa, allow for the co-locating of land uses, which decreases impervious surfaces and stormwater runoff problems.

Many communities are already struggling with degraded water bodies and failing infrastructure. For example, *EPA's National Water Quality Inventory: 1996 Report to Congress* indicated that 36 percent of total river miles assessed were impaired.[3] In EPA's 2004 Report to Congress, that percentage increased to 44 percent.[4] Further, a report by the National Academy of Sciences found urban stormwater is estimated to be the primary source of impairment for 13 percent of assessed rivers, 18 percent of lakes, and 32 percent of estuaries—significant numbers given that urban areas cover only 3 percent of the land mass of the United States.[5]

Urban runoff also affects existing wastewater and drinking water systems. EPA estimates that between 23,000 and 75,000 sanitary sewer overflows occur each year in the United States, releasing between 3 and 10 billion gallons of sewage annually.[6] Many of these overflow problems stem from poor stormwater management. Many municipalities—both large and small—must address the impact of existing impervious areas, such as parking lots, buildings, and streets and roads, that have limited or no stormwater management while at the same time trying to find effective and appropriate solutions for new development.

These water quality impairments exist, in part, because historically stormwater management—and indeed stormwater regulation—has focused primarily at the site level. The reasoning was sound: manage stormwater well at the site, and water bodies in the community will be protected. However, as the findings of EPA's National Water Quality Inventory demonstrated, this strategy has not been effective for two main reasons.

First, the site-level approach does not take into account the amount of off-site impervious surfaces. During the development boom from 1995-2005, rain-absorbing landscapes, such as forests, wetlands, and meadows, were transformed into large areas of houses, roads, office buildings, and retail centers. This development created vast areas of impervious cover, which generated significant increases in stormwater runoff. However, the amount of development in the watershed is not simply the sum of the sites within it. Rather, total impervious area in a watershed is the sum of sites developed plus the impervious surface of associated infrastructure supporting those sites, such as roads and parking lots.

Second, federal stormwater regulations focus on reducing pollutants in the runoff—the sediments from roads, fertilizers from lawns, etc.—and not on the amount of stormwater coming from a site. Nevertheless, the increased volume of runoff coming into a municipality's water bodies scours streams, dumps sediments, and pushes existing infrastructure past its capacity limits. Failure to consider the cumulative impact—this loss of natural land, increased imperviousness, and resulting stormwater runoff volumes— on regional water quality and watershed health has led communities to seek stormwater solutions that look beyond site-level approaches.

Communities are recognizing the importance of managing water quality impacts of development at a variety of scales, including the municipal, the neighborhood, and site levels. A range of planning and development strategies at the municipal and neighborhood scales is necessary to address stormwater management comprehensively and systematically. At the same time that stormwater management is moving beyond the site level, it is also evolving beyond hardscaped, engineered solutions, such as basins and curb-and-gutter conveyance, to an approach that manages stormwater through natural processes.

A green infrastructure approach provides a solution to thinking at all three scales as well as addresses the need to change the specific types of practices used on the site. Green infrastructure is a comprehensive approach to water quality protection defined by a range of natural and built systems that can occur at the regional, community, and site scales. At the larger regional or watershed scale, green infrastructure is the interconnected network of preserved or restored natural lands and waters that provide essential environmental functions. Large-scale green infrastructure may include habitat corridors and water resource protection. At the community and neighborhood scale, green infrastructure incorporates planning and design approaches such as compact, mixed-use development, parking reductions strategies and urban forestry that reduces impervious surfaces and creates walkable, attractive communities. At the site scale, green infrastructure mimics natural systems by absorbing stormwater back into the ground (infiltration), using trees and other natural vegetation to convert it to water vapor (evapotranspiration), and using rain barrels or cisterns to capture and reuse stormwater. These natural processes manage stormwater runoff in a way that maintains or restores the site's natural hydrology.

3 *U.S. EPA National Water Quality Inventory: 1996 Report to Congress:* ***http://www.epa.gov/305b/96report/index.html***

4 *U.S. EPA National Water Quality Inventory: 2004 Report to Congress:* ***http://www.epa.gov/owow/305b/2004report/***

5 *Urban Stormwater Management in the United States, National Research Council of the National Academy of Sciences, 2008:* ***http://dels.nas.edu/dels/rpt_briefs/stormwater_discharge_final.pdf***

6 *U.S. EPA National Water Quality Inventory: 2004 Report to Congress:* ***http://www.epa.gov/owow/305b/2004report/***

At the municipal scale, decisions about where and how our towns, cities, and regions grow are the first, and perhaps most important, development decisions related to water quality. Preserving and restoring natural landscape features (such as forests, floodplains, and wetlands) are critical components of green infrastructure. By choosing not to develop on and thereby protecting these ecologically sensitive areas, communities can improve water quality while providing wildlife habitat and opportunities for outdoor recreation. In addition, using land more efficiently reduces and better manages stormwater runoff by reducing total impervious areas. Perhaps the single most effective strategy for efficient land use is redevelopment of already degraded sites, such as abandoned shopping centers or underused parking lots, rather than paving greenfield sites.

At the intermediate or neighborhood scale, green infrastructure includes planning and design approaches such as compact, mixed-use development, narrowing streets and roads, parking reduction strategies, and urban forestry that reduce impervious surfaces and better integrate the natural and the built environment.

At the site scale, green infrastructure practices include rain gardens, porous pavements, green roofs, infiltration planters, trees and tree boxes, and rainwater harvesting for non-potable uses such as toilet flushing and landscape irrigation.

Street retrofits can integrate green infrastructure, like this bioswale along Sandy Boulevard in Portland, Oregon, into standard roadway maintenance and upgrades.

These processes represent a new approach to stormwater management that is not only sustainable and environmentally friendly, but cost-effective as well.

Municipalities are realizing that green infrastructure can be a solution to the many and increasing water-related challenges facing municipalities, including flood control, combined sewer overflows, Clean Water Act requirements, and basic asset management of publicly owned treatment systems. Communities need new solutions and strategies to ensure that they can continue to grow while maintaining and improving their water resources. This Water Quality Scorecard seeks to provide the policy tools, resources, and case studies to both accommodate growth and protect water resources.

3 The Water Quality Scorecard

EPA worked with numerous water quality experts, local government staff, developers, urban designers, and others working on land use and water quality issues to develop this Water Quality Scorecard. The purpose of the scorecard is to address water quality protection across multiple scales (municipality, neighborhood, and site) and across multiple municipal departments. This scorecard can help municipal staff, stormwater managers, planners, and other stakeholders to understand better where a municipality's land development regulations and other ordinances may present barriers or opportunities to implementing a comprehensive green infrastructure approach. The tool's two main goals are to: (1) help communities protect water quality by identifying ways to reduce the amount of stormwater flows in a community and (2) educate stakeholders on the wide range of policies and regulations that have water quality implications.

Communities throughout the U.S. are implementing stormwater regulations that require or encourage the use of green infrastructure for managing stormwater on site. These cities and counties are finding that, to better manage stormwater and protect watersheds, green infrastructure policies require a review of many other local ordinances to remove barriers and ensure coordination across all development codes. Local policies, such as landscaping and parking requirements or street design criteria, should complement strong stormwater standards and make it easier for developers to meet multiple requirements simultaneously. At the same time, if these policies support water quality goals, they can independently reduce and better manage stormwater runoff.

How to Use the Scorecard

This scorecard is a locally controlled self-assessment and guide for better incorporating green infrastructure practices at the municipal, neighborhood, and site scales. While one department or agency could complete the tool, the effectiveness of this tool will increase if an interagency process is established to review all local codes and policies that might affect water quality.

Completing the Water Quality Scorecard requires different documents, plans, codes, and guidance manuals. While the legal structure for stormwater management and land development regulation varies among municipalities, the following list contains the most common and relevant documents to complete this scorecard and describes how they can create impervious cover.

- *Zoning ordinances* specify the type and intensity of land uses allowed on a given parcel. A zoning ordinance can dictate single-use low-density zoning, which spreads development throughout the watershed, creating considerable excess impervious surface.

- *Subdivision codes* or ordinances specify development elements for a parcel: housing footprint minimums, distance from the house to the road, the width of the road. street configuration, open space requirements, and lot size—all of which can lead to excess impervious cover.

- *Street standards or road design guidelines* dictate the width of the road, turning radius, street connectivity, and intersection design requirements. Often in new subdivisions, roads tend to be too wide, which creates excess impervious cover.

- *Parking requirements* generally set the minimum, not the maximum, number of parking spaces required for retail and office parking. Setting minimums leads to parking lots designed for peak demand periods, such as the day after Thanksgiving, which can create acres of unused pavement during the rest of the year.

- *Setbacks* define the distance between a building and the right-of-way or lot line and can spread development out by leading to longer driveways and larger lots. Establishing maximum setback lines for residential and retail development will bring buildings closer to the street, reducing impervious cover associated with long driveways, walkways, and parking lots.

- *Height limitations* limit the number of floors in a building. Limiting height can spread development out if square footage is unmet by vertical density.

- *Open space or natural resource plans* detail land parcels that are or will be set aside for recreation, habitat corridors, or preservation. These plans help communities prioritize their conservation, parks, and recreation goals.

- *Comprehensive plans* may be required by state law, and many cities, towns, and counties prepare comprehensive plans to support zoning codes. Most comprehensive plans include elements addressing land use, open space, natural resource protection, transportation, economic development, and housing, all of which are important to watershed protection. Increasingly, local governments are defining existing green infrastructure and outlining opportunities to add new green infrastructure throughout the community.

An initial step in using this tool is to convene appropriate staff to review various sections of the tool and coordinate to both identify opportunities for change and address the potential inconsistencies between policies. The approaches described in this scorecard may be under the control of a number of different local government agencies, including:

- Parks and Recreation
- Public Works
- Planning
- Environmental Protection
- Utilities
- Transportation

The scorecard's review of land use and development policies provides guidance for implementing a range of regulatory and non-regulatory approaches, including land use planning elements, land acquisition efforts, and capital investment policies that can help various municipal agencies integrate green infrastructure into their programs. Internal agency policies and practices, such as maintenance protocols or plan review processes, may be potential barriers as well.

Each policy or approach is described in the context of its potential for providing water quality benefits, although most of the policies have many additional benefits for community livability, human health, air quality, energy use, wildlife habitat, and more. This tool does not provide model ordinance

language. It emphasizes best practices and helps municipalities understand the incremental steps for changing specific policies and internal agency practices. The scorecard divides the tools and policies into four categories:

1. Adopt plans/Educate
2. Remove barriers
3. Adopt incentives
4. Enact regulations

These four categories provide greater structure to the compiled tools by organizing the policies or approaches as incremental changes and updates. These categories may help municipal staff prioritize which tools to work on based on local factors like resources, time, and political support. For example, an appropriate first step in the process of updating local regulations may be to remove a barrier rather than enacting a new regulation. Most policy options avoid specific performance guidance so that the tool is useful to a range of municipalities in different contexts. However, the case studies and resources provide locally appropriate performance measures where possible.

To highlight the diverse nature of green infrastructure approaches, as well as the fact that oversight over these policies resides in various municipal agencies, the scorecard has five sections:

1. Protect Natural Resources (Including Trees) and Open Space
2. Promote Efficient, Compact Development Patterns and Infill
3. Design Complete, Smart Streets that Reduce Overall Imperviousness
4. Encourage Efficient Provision of Parking
5. Adopt Green Infrastructure Stormwater Management Provisions

The five sections organize green infrastructure approaches based on drivers of impervious cover at the municipal, neighborhood, and site scales. Yet all three scales may be in any single section. For example, the parking section will have questions that address the municipal, neighborhood and site level considerations.

The scorecard describes alternative policy or ordinance information that, when implemented, would support a comprehensive green infrastructure approach, and will allow the municipality to determine where, in the broad spectrum of policy implementation, their policies fall.

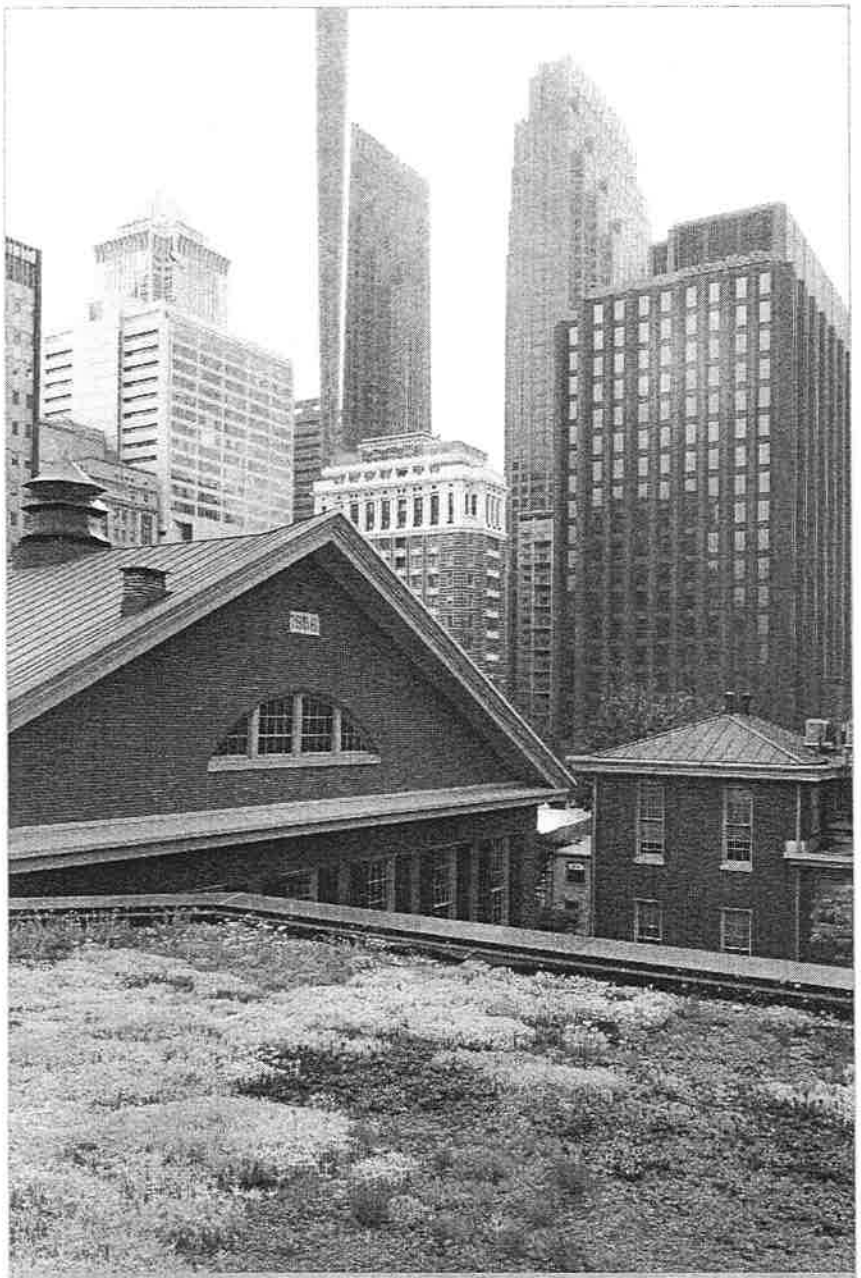
A Note about the Point System

The tool includes a point system to make it easier to evaluate and improve local programs. The municipality can decide whether to use the point system at all. If the point system is used, municipalities can set locally appropriate thresholds and goals.

Governments could choose to use the point system in many different ways, including:

- State governments could require municipalities to complete the Water Quality Scorecard and establish measures for improvement over different permit cycles. For example, a municipality might have to improve its score by some number of points before the next permit cycle.
- Local governments could determine a score based on existing programs and policies and then set goals from this baseline. Local targets may include incremental yearly improvements or achieving additional points in a particular section, such as "Encourage Efficient Parking Supply" or "Protect Natural Resources and Open Space."
- Stakeholders such as watershed groups or environmental organizations could complete the scorecard and then provide feedback and information assistance to the local government about sections within the scorecard that received few points and might be an area for improvement.
- The total score or scores in certain sections could educate elected officials, decision makers, and others about the importance of these issues and the role of local policies in addressing them.
- A lack of points in one section may alert a municipality that a certain area, such as parking, lacks local ordinances that support green infrastructure and may be ripe for improvement.
- Variation in the number of points achieved across the five sections may help a municipality to better assess local sources of impervious cover and potential for the introduction of green infrastructure.

Because the scorecard is intended for use by a range of community types and sizes in locations throughout the U.S., please note that no single municipality will be able to receive every point. Some questions and points may only be



A green roof located on the Friends Center in downtown Philadelphia, Pennsylvania provides stormwater management capacity and adds aesthetic value to this dense urban environment.

available to urban municipalities while others may only be available to those in a suburban or rural setting.

Tips for Building Relationships Between Stormwater Managers, Land Use Planners, and Other Local Officials

Effective stormwater management requires coordination and collaboration across many different municipal departments and processes. Below are some ideas for incorporating stormwater management in traditional planning processes and programs.

- Include both land use planners and stormwater managers in pre-concept and/or pre-application meetings for potential development projects.
- Use local government sites (e.g., schools, regional parks, office buildings, public works yards) as demonstration projects for innovative land use strategies and stormwater management. Form a team that includes land use planners, stormwater managers, parks and school officials, etc. to work out the details.
- Include stormwater managers in the comprehensive plan process to incorporate overall watershed and stormwater goals.
- Make sure that both land use planners and stormwater managers are involved in utility and transportation master planning.
- Allow stormwater managers to be involved in economic development planning, especially for enterprise zones, Main Street projects, and other projects that involve infill and redevelopment. Encourage stormwater managers to develop efficient watershed-based solutions for these plans.
- Develop cross training and joint activities that allow land use planners, stormwater managers, and transportation, utility, and capital projects planners to explore the improved integration of various land use and stormwater processes.
- Hold staff trainings with speakers that are knowledgeable about smart growth and stormwater management. Alternately, encourage land use planners, stormwater managers, and other local officials to attend trainings on this topic as a team.

Table 1: Water Quality Scorecard Quick Reference Guide

Incorporating Green Infrastructure Practices at the Municipal, Neighborhood, and Site Scales (SUMMARY)

	Policy Question	Goal
PROTECT NATURAL RESOURCES (INCLUDING TREES) AND OPEN SPACE		
1A.	**NATURAL RESOURCE PROTECTION**	
	Are development policies, regulations, and incentives in place to protect natural resource areas and critical habitat?	Protect natural resource areas (e.g., forests, prairies) and critical habitat (e.g., conservation corridors, buffer zones, wildlife preserves) from future development.
	Are no-development buffer zones and other protective tools in place around wetlands, riparian areas, and floodplains to improve/protect water quality?	Protect critical areas such as wetlands, floodplains, lakes, rivers, and estuaries with a mandatory no-development buffer.
	Does the community have protection measures for source water protection areas through land use controls and stewardship activities?	Protect source water areas from current or potential sources of contamination.
1B.	**OPEN SPACE PROTECTION**	
	Does the jurisdiction have adequate open space in both developed and greenfield areas of the community?	Create open networks throughout a community that serve a dual function of providing recreational areas and assisting in management of stormwater runoff.
1C.	**TREE PRESERVATION**	
	Does the local government have a comprehensive public urban forestry program?	Protect and maintain trees on public property and rights-of-way and plant additional trees to enhance the urban tree canopy.
	Has the community taken steps to protect trees on private property?	Preserve trees on private property and require replacement when trees are removed or damaged during development.
	Do local codes encourage or require street trees as part of road and public right-of-way capital improvement projects?	Leverage existing capital funds to plant more street trees and add multiple benefits to the public right-of-way.
PROMOTE EFFICIENT, COMPACT DEVELOPMENT PATTERNS AND INFILL		
2A.	**INFILL AND REDEVELOPMENT**	
	Are policy incentives in place to direct development to previously developed areas?	Municipalities implement a range of policies and tools to direct development to specific areas.
2B.	**DEVELOPMENT IN AREAS WITH EXISTING INFRASTRUCTURE**	
	Is the jurisdiction directing growth to areas with existing infrastructure, such as sewer, water, and roads?	Adopt policies, incentives, and regulations to direct new development to areas that have infrastructure, such as water and sewer.
2C.	**MIXED-USE DEVELOPMENT**	
	Are mixed-use and transit-oriented developments allowed or encouraged?	Revise codes and ordinances to allow for the "by right" building of mixed-use and transit-oriented developments.

Incorporating Green Infrastructure Practices at the Municipal, Neighborhood, and Site Scales (SUMMARY) continued

	Policy Question	Goal
DESIGN COMPLETE, SMART STREETS THAT REDUCE OVERALL IMPERVIOUSNESS		
3A.	**STREET DESIGN**	
	Do local street design standards and engineering practices encourage streets to be no wider than is necessary to move traffic effectively? Do policies allow narrow neighborhood streets designed to slow traffic and create safer conditions for pedestrians and bicyclists?	Appropriate street widths allow narrower lanes for certain street types, thereby reducing overall imperviousness.
	Are shared driveways, reduced driveway widths, two-track driveways, and rear garages and alleys encouraged for all single-family developments?	Encourage alternative forms and decreased dimensions of residential driveways and parking areas.
3B.	**GREEN INFRASTRUCTURE ELEMENTS AND STREET DESIGN**	
	Are major street projects required to integrate green infrastructure practices as a standard part of construction, maintenance, and improvement plans?	Formally integrate green infrastructure into standard roadway construction and retrofit practice.
	Do regulations and policies promote use of pervious materials for all paving areas, including alleys, streets, sidewalks, crosswalks, driveways, and parking lots?	Build and retrofit these surfaces with pervious materials to reduce stormwater runoff and its negative impacts.
ENCOURAGE EFFICIENT PROVISION OF PARKING		
4A.	**REDUCED PARKING REQUIREMENTS**	
	Does your local government provide flexibility regarding alternative parking requirements (e.g., shared parking, off-site parking) and discourage over-parking of developments? Do parking requirements vary by zone to reflect places where more trips are on foot or by transit?	Match parking requirements to the level of demand and allow flexible arrangements to meet parking standards.
4B.	**TRANSPORTATION DEMAND MANAGEMENT ALTERNATIVES**	
	Does the municipality allow developers to use alternative measures such as transportation demand management or in-lieu payments to reduce required parking?	Provide flexibility to reduce parking in exchange for specific actions that reduce parking demands on site.
4C.	**MINIMIZING STORMWATER FROM PARKING LOTS**	
	Are there requirements for landscaping designed to minimize stormwater in parking lots?	Require substantial landscaping to help reduce runoff.
ADOPT GREEN INFRASTRUCTURE STORMWATER MANAGEMENT PROVISIONS		
5A.	**GREEN INFRASTRUCTURE PRACTICES**	
	Are green infrastructure practices encouraged as legal and preferred for managing stormwater runoff?	Make all types of green infrastructure allowed and legal and remove all impediments to using green infrastructure (including for stormwater requirements), such as limits on infiltration in rights-of-way, permit challenges for green roofs, safety issues with permeable pavements, restrictions on the use of cisterns and rain barrels, and other such unnecessary barriers.
	Do stormwater management plan reviews take place early in the development review process?	Incorporate stormwater plan comments and review into the early stages of development review/site plan review and approval, preferably at pre-application meetings with developers.

Incorporating Green Infrastructure Practices at the Municipal, Neighborhood, and Site Scales (SUMMARY) continued

	Policy Question	Goal
	Do local building and plumbing codes allow harvested rainwater use for exterior uses such as irrigation and non-potable interior uses such as toilet flushing?	Ensure that the municipality allows and encourages stormwater reuse for non-potable uses.
	Are provisions available to meet stormwater requirements in other ways, such as off-site management within the same sewershed or "payment in lieu" of programs, to the extent that on-site alternatives are not technically feasible?	Allow off-site management of runoff while still holding developers responsible for meeting stormwater management goals.
5B.	**MAINTENANCE/ENFORCEMENT**	
	Does your stormwater ordinance include monitoring, tracking, and maintenance requirements for stormwater management practices?	Incorporate monitoring, tracking, and maintenance requirements for stormwater management practices into your municipal stormwater ordinance.

GETTING STARTED

Below are suggested steps to help complete the Water Quality Scorecard:

Step 1. Review the scorecard to identify which agencies, departments, or personnel will be required to complete each section.

Step 2. Convene appropriate staff to review various sections of the tool, and work together to ensure that updates and changes to codes, policies, and internal processes align well with other agency changes.

Step 3. Collect existing ordinances and policies that will be necessary references to complete the scorecard.

Step 4. Coordinate between appropriate agencies or departments to complete the scorecard.

Please indicate by your signature that you have reviewed the tool with all co-signees of this document (name, department, and date):

_____

_____

_____

_____

_____

Step 5: Identify sections of the scorecard and/or specific policy questions that should be prioritized for immediate revision or update.

Step 6: Identify short-, medium-, and long-term goals and strategies for revising local policies to better support green infrastructure.

1 Protect Natural Resources (Including Trees) and Open Space

Sensitive Natural Lands/Critical Area Protection

QUESTION: Are development policies, regulations, and incentives in place to protect natural resource areas and critical habitat?

GOAL: Protect natural resource areas (e.g., forests, prairies) and critical habitat (e.g., conservation corridors, buffer zones, wildlife preserves) from future development.

WHY: Protection of significant tracts of critical lands and wildlife habitat will aid in protecting and improving water quality by increasing infiltration and groundwater recharge, preventing erosion and contamination of ground water and surface water resources, and protecting sources of drinking water.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Identify and map critical natural resource areas (e.g., steep slopes, wildlife habitat, forests, drinking water source areas).	1		
The local comprehensive plan contains a natural resource protection element with goals calling for preservation of identified critical natural resource areas.	1	1	
Identify key natural resource areas for protection in jurisdiction's parks and open space plan.	1	1	
Assist landowners in identifying sensitive natural areas and laying out developments to avoid such areas.	1	1	
Local plans establish and enforce areas which are available for development and which lands are a priority for preservation.	1		
REMOVE BARRIERS:			
Protection of sensitive natural areas and wildlife habitat qualifies for credit towards local open space dedication and set-aside requirements.	1		
ADOPT INCENTIVES:			
Provide financial support to or collaborate with land trusts to acquire critical natural areas.	1		
Establish a dedicated source of funding for open space acquisition and management (e.g., bond proceeds, sales tax).	2		
Adopt a transferable developments rights program to provide an incentive for landowners to preserve sensitive natural lands and wildlife habitat.	1		
		3 PAGE TOTAL	◄ CARRY THIS SUBTOTAL TO NEXT PAGE = 3

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
Land use regulations provide for the creation of cluster and conservation subdivision on the periphery of urban growth areas to encourage preservation of intact blocks of sensitive natural areas.	1	1	
ENACT REGULATIONS:			
Adopt regulations to protect steep slope, hillsides, and other sensitive natural lands (e.g., by limiting development on slopes > 30% or requiring larger lot sizes in sensitive areas).	2	2	
Adopt wildlife habitat protection regulations aimed at preserving large contiguous blocks of habitat areas.	2		
Create agriculture/natural resource zoning districts (e.g., minimum lot size of 80 acres and larger) to preserve agricultural areas and forests.	2		

3 PAGE TOTAL + SUBTOTAL FROM PREVIOUS PAGE 3 = ▼ CARRY THIS SUBTOTAL TO NEXT PAGE 6

1.A.2a

Protection Of Water Bodies/Aquifers

QUESTION: Are no-development buffer zones and other protective tools in place around wetlands, riparian areas, and floodplains that improve/protect water quality?

GOAL: Protect critical areas such as wetlands, floodplains, lakes, rivers, and estuaries with a mandatory no-development buffer.

WHY: The use of these practices will reduce pollutant loads and hydrologic alterations to water bodies.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Identify and map critical water resource areas.	1	1	
The local comprehensive plan contains a water quality protection element with goals calling for protection of identified water bodies and other water resource areas such as wetlands.	1	1	
Identify key critical water resource areas for protection in jurisdiction's parks and open space plan.	1	1	
Cooperate in developing regional approaches to watershed protection and stormwater management.	1	1	
REMOVE BARRIERS:			
Wetlands and other water bodies and buffer areas qualify for credit against local open space dedication/set-aside regulations.	1		
ADOPT INCENTIVES:			
Protected water bodies and buffer areas qualify for twice the credit (or more) against open space requirements set by the municipality.	1		
Restoration of degraded riparian/wetland areas qualifies for additional open space credit within the local municipal system.	1		
Transfer of density from protected riparian areas/buffers to upland portions of development sites.	1		
ENACT REGULATIONS:			
Riparian and wetland buffer areas required by local land use regulations · Buffer is at least 50 feet (as measured from the top of bank) = 1 point · Buffer is at least 100 feet (as measured from the top of bank) = 2 points · Buffer is greater than 100 feet (as measured from the top of bank) = 3 points	1 to 3		
Critical water resource areas cannot be counted in calculating allowable density on a site (e.g., on a 200-acre site with 50 acres of wetlands, only 150 acres can be used to calculate density under zone district regulations, and only those 150 acres may be developed).	1		
		4 PAGE TOTAL	SUBTOTAL FROM PREVIOUS PAGE + 6 ▼ CARRY THIS SUBTOTAL TO NEXT PAGE = 10

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
Development in floodplains is prohibited or must demonstrate no adverse impacts upstream and downstream (See resources below for details on "no adverse impact" approach to floodplain management).	2	2	
Stormwater quality and quantity performance standards exist for development sites (e.g., restrictions on sedimentation levels, pre/post development flows).	1	1	
Local regulations require restoration of degraded riparian/wetland areas on a development site.	1	1	
Compensation for damage to riparian/wetland areas must be on a minimum 2:1 basis on- or off-site.	1		
Performance standards exist and are well enforced for stormwater discharges to wetlands that protect the hydrologic regimes and limit pollutant loads.	1	1	

4 PAGE TOTAL + SUBTOTAL FROM PREVIOUS PAGE 10 = ▼ CARRY THIS SUBTOTAL TO NEXT PAGE 14

1.A.2b

Protection Of Water Bodies/Aquifers

QUESTION: Does the community have protection measures for source water protection areas through land use controls and stewardship activities?

GOAL: Protect source water areas from current or potential sources of contamination.

WHY: These practices will help safeguard community health, reduce the risk of water supply contamination, and potentially reduce water treatment costs.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Local land use plans identify aquifer recharge/source water areas and recommend protective measures.	1		
Require that all stormwater inlets carry a notice regarding discharge to receiving waters.	1		
Map and publish wellhead and aquifer recharge areas to alert developers to potential restrictions.	1		
ADOPT INCENTIVES:			
Identification of drinking water source protection and aquifer recharge areas with a dedicated funding source in place to purchase and protect such areas.	1		
Protection of critical water source areas qualifies for additional credit towards local open space requirements.	1		
ENACT REGULATIONS:			
Adopt well-head protection regulations/zones to prevent incompatible development and uses.	1		
Adopt aquifer protection regulations/zones to prevent incompatible development and uses.	2		

0 PAGE TOTAL + SUBTOTAL FROM PREVIOUS PAGE 14 = ▼ CARRY THIS SUBTOTAL TO NEXT PAGE 14

1.B Open Space Protection

1.B.1

QUESTION: Does the jurisdiction have adequate open space in both developed and greenfield areas of the community?

GOAL: Create open space networks throughout a community that serve a dual function of providing recreational areas and assisting in the management of stormwater runoff.

WHY: In addition to providing open space throughout a community as an amenity, such a network can provide large areas that contribute little to stormwater loads and can provide large areas for the infiltration and purification of stormwater.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Adopt a community-wide open space and parks plan.	1	/	
The local comprehensive plan contains an open space/parks element that recognizes the role of open space in sustainable stormwater management.	1	/	
REMOVE BARRIERS:			
Green infrastructure practices count towards local open space set aside requirements up to 50% of total.	1		
Allow and encourage retrofits of abandoned or underutilized public lands to serve as permanent or temporary open space and green infrastructure sites.	1	/	
ADOPT INCENTIVES:			
Additional open space credits are eligible for green stormwater management facilities improved/designed for public recreational purposes.	1		
Provide credit against open space impact fees for green roofs.	1		
ENACT REGULATIONS:			
Adopt neighborhood policies and ordinances that work to create neighborhood—not development site—open space amenities that are within ¼ to ½ mile walking distance from every residence.	1		
Adopt an open space impact fee to purchase passive open space that can assist in stormwater management.	1		
Adopt open space dedication and/or set aside requirements based on the demand generated by the development. As a baseline, use the average open space requirements adopted by the National Recreation and Park Assn. (e.g., 10 acres of community and neighborhood parks for every 1,000 persons in a development or fraction thereof).	1		

3 PAGE TOTAL + SUBTOTAL FROM PREVIOUS PAGE 14 = ▼ CARRY THIS SUBTOTAL TO NEXT PAGE 17

1.C TREE PROTECTION

1.C.1

QUESTION: Does the local government have a comprehensive public urban forestry program?

GOAL: Protect and maintain trees on public property and rights-of-way and plant additional trees to enhance the urban tree canopy.

WHY: Mature trees provide multiple community benefits, reduce overall stormwater runoff, and improve stormwater quality.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Survey and inventory existing trees on public lands and street rights-of-way. Document the characteristics and location of street trees and urban tree canopy to inform public tree planting, adoption, and maintenance programs.	1		
Select tree species based on known performance for managing stormwater runoff. Publish list and make widely available for homeowners/others that plant street trees.	1		
Conduct education and outreach about tree protection, proper maintenance, and replanting opportunities through printed materials, workshops, events, and signage.	1	1	
Adopt a policy to protect existing trees on local government development sites (e.g., municipal parking lots, municipal buildings).	1		
Maintain an active tree maintenance program for public trees, including pest control, pruning, watering, and similar measures.	1	1	
REMOVE BARRIERS:			
Acknowledge trees as part of community infrastructure and develop a coordinated design for locating public utilities to provide enough space for mature tree canopy and root development.	1		
ADOPT INCENTIVES:			
Provide free or reduced-price trees to homeowners to be used as street trees.	1		
ENACT REGULATIONS:			
Require any public trees removed or damaged during construction associated with private development to be replaced on- or off-site with an equivalent amount of tree caliper (e.g., remove a 24-inch diameter tree/replace with 6 four-inch diameter trees).	1		
Adopt construction protection rules for all public trees (e.g., fencing, no storage of hazardous materials, avoid cutting into root zones).	1		

2 PAGE TOTAL + 17 SUBTOTAL FROM PREVIOUS PAGE = 19 ▼ CARRY THIS SUBTOTAL TO NEXT PAGE

QUESTION: Has the community taken steps to protect trees on private property?

GOAL: Preserve trees on private property and require replacement when trees are removed or damaged during development.

WHY: Mature trees provide multiple environmental, economic, and community benefits, including improved water and air quality, reduced heat island effects, lowered energy costs, and improved community aesthetics.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Community plans specifically include tree preservation and replacement as community goals.	1	1	
Conduct educational sessions for builders and developers regarding appropriate tree protection techniques and/or publish a technical tree protection manual.	1		
Follow maintenance and inspection timelines and meet canopy goals and milestones by ensuring old trees survive, replacing dead or diseased trees, and planting new trees.	1		
REMOVE BARRIERS:			
Set up maintenance and inspection agreements for private properties meeting stormwater requirements or receiving stormwater fee credit for trees.	1		
Set up long-term maintenance and inspection schedules for trees on public lands.	1		
ADOPT INCENTIVES:			
Support local non-profits that plant trees and provide educational services.	1	1	
Provide financial incentives for tree purchases and planting.	1		
A tree fund has been established to receive in-lieu payments when trees must be removed from a development site to accommodate permitted projects.	1		
Trees of a specified minimum size count towards a percentage of stormwater management requirements (e.g., partial credit given for each mature tree exceeding a specified height or canopy size).	1		
Trees over a specified minimum size (e.g., 3-inch caliper) protected during development are credited towards landscaping requirements. · meeting the established landscape requirement = 1 point · exceeding the established landscape requirement = 2 points	1 to 2		

2 PAGE TOTAL + SUBTOTAL FROM PREVIOUS PAGE 19 = ▼ CARRY THIS SUBTOTAL TO NEXT PAGE 21

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ENACT REGULATIONS:			
Require permits before removing trees on proposed development or redevelopment sites. Provide fines and/or stop-work authority for permit violations.	1		
Set minimum tree preservation standards for new development sites.	1		
Require site plans or stormwater plans to include tree preservation.	1		
Require/allow tree replacement off-site for infill sites.	1		

0 PAGE TOTAL + 21 SUBTOTAL FROM PREVIOUS PAGE = 21 ▼ CARRY THIS SUBTOTAL TO NEXT PAGE

1.C.3

QUESTION: Are street trees encouraged or required as part of road and public right-of-way capital improvement projects?

GOAL: Leverage existing capital funds to plant more street trees and add multiple benefits to the public right-of-way.

WHY: Street trees can help manage and reduce stormwater runoff while providing multiple public and environmental benefits.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Local comprehensive and transportation plans support the planting of street trees by all private and public development projects.	1	1	
Capital improvement plans include tree planning as part of project budgets.	1	1	
ADOPT INCENTIVES:			
Offer incentives, such as reduced setbacks or increased building densities, in exchange for additional tree preservation beyond ordinance requirements.	1		
ENACT REGULATIONS:			
All private and public developments are required to plant street trees in accordance with size, spacing, and other local government requirements.	1		
New street designs and redesigns of existing streets take into account space for tree development and require necessary surface area and volume of soil dependent on type of tree species selected (this includes lateral root growth as well as direct downward growth to accommodate mature tree canopy and roots without adversely affecting other utilities).	1		
Street specifications require permeable paving for sidewalks and other surfaces to reduce stormwater runoff and allow street trees to benefit from the available water.	1	1	

3 PAGE TOTAL + 21 SUBTOTAL FROM PREVIOUS PAGE = 24 (TOTAL POINTS AVAILABLE: 82)

▼ **Total score for SECTION 1: PROTECT NATURAL RESOURCES (INCLUDING TREES) AND OPEN SPACE**

This section has been reviewed and scored by Mark Clanton

Department name Public Works Signee Mark A Clanton

Resources

- Planner's Guide to Wetland Buffers for Local Governments, Environmental Law Institute: ***http://www.elistore.org/reports_detail.asp?ID=11272***
- Mertes, James D. and James R. Hall. Park, Recreation, Open Space and Greenway Guidelines. National Recreation and Park Association, 1996.
- Center for Watershed Protection guidance on aquatic buffers: ***http://www.cwp.org/Resource_Library/Restoration_and_Watershed_Stewardship/perviousarea.htm***
- "Protecting Stream and River Corridors: Creating Effective Local Riparian Buffer Ordinances," Carl Vinson Institute of Government, The University of Georgia: ***http://www.rivercenter.uga.edu/publications/pdf/riparian_buffer_guidebook.pdf***
- No Adverse Impact Floodplain Management, Association of State Floodplain Managers: ***http://www.floods.org/index.asp?menuID=349&firstlevelmenuID=187&siteID=1***
- Riparian Toolbox: Model Regulations and Legal Issues, Long Island Sound Study: ***http://www.longislandsoundstudy.net/riparian/legal.htm***
- Model Ordinances to Protect Local Resources: Aquatic Buffers, U.S. EPA: ***http://www.epa.gov/owow/nps/ordinance/osm1.htm***
- Duerksen, Christopher and Cara Snyder. Nature-Friendly Communities: Habitat Protection and Land Use Planning. Island Press, 2005.
- City Trees: Sustainability Guidelines and Best Practices: ***http://www.treetrust.org/pdf/community-forestry-city-trees-bonestroo.pdf***
- Guide to Setting Urban Tree Canopy Goals, American Forests: ***http://www.americanforests.org/resources/urbanforests/treedeficit.php***
- Urban Forestry Manual, Center for Watershed Protection: ***http://www.cwp.org/forestry/part3forestrymanual.pdf*** (pg. 69))
- Duerksen, Christopher and Suzanne Richman, "Tree Conservation Ordinances." American Planning Association. 1993: Planning Advisory Service Report No. 446.
- Duerksen, Christopher , Mowery, M. and McGlyn M. "Tree Preservation." Zoning Practice. July 2006: American Planning Association, Volume 23 Number 7.
- "Trees for green streets: An illustrated guide," Portland Metro: ***http://www.metro-region.org/index.cfm/go/by.web/id=26337***
- *Tree Preservation Information Guide, Portland, Oregon:* ***http://www.sustainableportland.org/shared/cfm/image.cfm?id=72545***
- Storm Water Pollution Prevention Plan (SWPPP) Guide, U.S. EPA: ***http://cfpub.epa.gov/npdes/stormwater/swppp.cfm***
- Center for Urban Forest Research, U.S. Forest Service: ***http://www.fs.fed.us/psw/programs/cufr/***
- Urban Forest Policy and Management, U.S. Forest Service: ***http://www.fs.fed.us/psw/programs/cufr/research/studies.php?TopicID=1***
- Plants for Stormwater Design Volume II, Great River Greening: ***http://www.greatrivergreening.org/_downloads/PSD%20II%20Sample.PDF***

Case Studies

- Alachua County, Florida's land conservation and acquisition program, *Alachua County Forever,* has conserved over 17,000 acres of environmentally sensitive land: ***http://www.alachuacounty.us/government/depts/epd/land/filesforms.aspx***
- Baltimore County, Maryland's Master Plan 2010 designates land management areas that include agricultural preservation areas and resource preservation areas: ***http://www.baltimorecountymd.gov/Agencies/planning/masterplanning/smartgrowth.html***
- King County, Washington's Greenprint Project is an open space and resource conservation strategy that focuses on land acquisition, restoration projects, regulatory changes and protection within the urban growth boundary: ***http://dnr.metrokc.gov/wlr/greenprint/about.htm***
- The Pennsylvania Horticultural Society's *Philadelphia Green* program revitalizes and maintains abandoned land and public spaces by partnering with government, businesses and the community: ***http://www.pennsylvaniahorticulturalsociety.org/phlgreen/about.html***
- Chicago, Illinois's Open Space Impact Fee Ordinance charges a fee associated with residential development building permits and spends the funds on acquisition of neighborhood open space in the same area where development occurs: ***http://egov.cityofchicago.org/city/webportal/portalContentItemAction.do?blockName=Buildings%2FContent&deptMainCategoryOID=-536901233&entityName=Buildings&topChannelName=Dept&contentOID=536988877&contenTypeName=COC_EDITORIAL***
- Lenexa, Kansas's Watershed Management Plan includes erosion and sediment control, stream buffers, subwatershed protection and

improvement, and design standards for the city's uniform development code: ***https://www.ci.lenexa.ks.us/Planning/compplan/Overview/***

- The Maryland Cooperative Extension Service provides a fact sheet on how to design, plant and maintain a riparian forest buffer: ***http://www.riparianbuffers.umd.edu/fact/FS725.html***
- Vermont's Department of Environmental Conservation offers grants to conservation organizations to purchase or receive donated river corridor easements on private property within priority stretches of river: ***http://www.anr.state.vt.us/dec/waterq/rivers/docs/rv_RiverCorridorEasementGuide.pdf***
- The U.S. Department of Agriculture's Natural Resources Conservation Service provides guidance on riparian buffers through the Ohio Lake Erie Buffer Program: ***http://www.oh.nrcs.usda.gov/programs/Lake_Erie_Buffer/riparian.html***
- Davidson, North Carolina requires a public park within a five minute walk of all housing units, providing multifunctional neighborhood open space: ***http://www.ci.davidson.nc.us/index.aspx?NID=576***
- San Jose, California gives post-construction stormwater treatment credit for new and existing trees in close proximity to impervious areas: ***http://www.sanjoseca.gov/planning/stormwater/Policy_6-29_Memo_Revisions.pdf***
- Portland, Oregon gives a stormwater fee discount for trees over 15 feet tall: ***http://www.portlandonline.com/bes/index.cfm?c=43444&#types***
- Portland, Oregon also gives a tree credit for meeting local stormwater requirements: ***http://www.portlandonline.com/shared/cfm/image.cfm?id=93075***
- Portland, Oregon Parks and Recreation and Bureau of Development Services regulate tree cutting on private property and public property: ***http://www.portlandonline.com/parks/index.cfm?c=39712***
- New York City requires street tree planting for a range of developments and zoning increases: ***http://www.nyc.gov/html/dcp/html/street_tree_planting/index.shtml***
- Charlottesville, North Carolina has set goals for achieving a 40% minimum urban tree canopy: ***http://www.charlottesville.org/Index.aspx?page=1745*** (Chapter 8, pgs. 184-187)

2 Promote Efficient, Compact Development Patterns and Infill

2.A Support Infill and Redevelopment

2.A.1

QUESTION: Are policy incentives in place to direct development to previously developed areas?

GOAL: Municipalities implement a range of policies and tools to direct development to specific areas.

WHY: Municipalities can realize a significant reduction in regional runoff if they take advantage of underused properties, such as infill, brownfield, or greyfield sites. Redeveloping already degraded sites such as abandoned shopping centers or underutilized parking lots rather than paving greenfield sites for new development can dramatically reduce total impervious area while allowing communities to experience the benefits and opportunities associated with growth.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Local plans identify potential brownfield and greyfield sites, and support their redevelopment.	1		
Capital improvement plans include infrastructure improvements (water, sewer, road, sidewalk, etc. upgrades) for identified brownfield and greyfield sites.	1	1	
Educate lending and financial institutions about benefits and local priorities of directing development to existing areas.	1		
Conduct outreach to the community to ensure support for local forms and patterns of development.	1	1	
REMOVE BARRIERS:			
Establish a brownfields program to remove uncertainty regarding cleanup and liability issues.	1		
ADOPT INCENTIVES:			
Provide incentives such as density bonuses and accelerated permitting for brownfield and greyfield sites.	1		
Adopt funding mechanisms for remediating/redeveloping brownfield and greyfield sites.	1		
Streamline permitting procedures to facilitate infill and brownfield redevelopment plan review.	1	1	
Establish tax increment financing (TIF) districts to encourage redevelopment.	1		
ENACT REGULATIONS:			
In local codes, ordinances, and policies, the municipality differentiates between greenfield and infill development.	1	1	
		4 PAGE TOTAL	◀ CARRY THIS SUBTOTAL TO NEXT PAGE = _____

2.B.1

QUESTION: Does the municipality direct growth to areas with existing infrastructure, such as sewer, water, and roads?

GOAL: Adopt policies, incentives, and regulations to direct new development to areas that have infrastructure, such as water and sewer. However, in situations where development is in areas with no sewer infrastructure, permitting alternative treatment options that can allow for higher density development or clustering of houses will reduce the overall water quality impact.

WHY: Sewer and water authorities can play a major role in directing a region's growth by determining when and where new infrastructure investment will occur. Well-drafted facility planning areas can direct growth by providing sewer service in areas least likely to impact water resources.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Local plans recommend/establish urban growth areas and urban growth boundaries. Development is encouraged within urban growth boundaries and discouraged outside of them.	1	1	
Analyze which areas within the jurisdiction are appropriate for higher density development based on existing infrastructure capacity, cost of providing new services, and access.	2	2	
Capital improvement plans for public infrastructure (roads, water, sewer, etc.) target funding inside urban growth boundary.	2	2	
Local sewer/water authority capital improvement plans follow development policies established in local comprehensive plans and target areas with existing development/infrastructure.	1	1	
REMOVE BARRIERS:			
Development standards addressing landscaping, buffering, parking, and open space are tailored for infill areas to avoid creating unnecessary hurdles to development (e.g., imposing suburban parking requirements in high-density infill areas).	2	2	
Remove prohibitions on accessory dwelling units in infill areas to increase density of development.	2	2	
Off-site, regional water retention/detention encouraged/allowed to avoid costly on-site retention in densely developed infill areas and to provide benefit to priority retrofit sites, such as schools.	2	2	
Package plants and other wastewater treatment trains are encouraged for development in limited circumstance areas where growth is appropriate but sewers/treatment capacity does not exist.	1		

12 PAGE TOTAL + 4 SUBTOTAL FROM PREVIOUS PAGE = 16 ▼ CARRY THIS SUBTOTAL TO NEXT PAGE

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
Technical information and analysis on the effectiveness of various treatment systems are readily available to developers. Local governments have determined which systems work best for their soil conditions and topography and have made this information available to the development community.	1	1	
Allow a wide variety of housing types and sizes within infill areas and reduced minimum lot sizes.	1	1	
ADOPT INCENTIVES:			
Increase development densities and allowable height in infill areas.	1	1	
Reduce impact fees for infill development based on less demand for new infrastructure.	1		
Create development incentives for green roofs (e.g., increased floor area ratio [FAR] bonus, additional building height).	1		
Include provision in stormwater management requirement that reduces on-site management requirements for projects that decrease total imperviousness on previously developed sites.	1	1	
ENACT REGULATIONS:			
Zoning and land development regulations implement urban service areas/ urban growth boundary policies by restricting development in outlying areas.	1		
Adopt adequate public facility and concurrency ordinances that require adequate public infrastructure to be available when development comes on line (e.g., water, sewer, roads).	1		
Adopt large-lot/agricultural zoning (e.g., 1 unit/160 acres) on fringe of city to restrict inappropriate greenfield development.	1	1	
Enact transitional compatibility standards to ensure that new denser infill development is compatible with existing neighborhoods/adjacent development.	1	1	
		PAGE TOTAL 6	SUBTOTAL FROM PREVIOUS PAGE + 16 ▼ CARRY THIS SUBTOTAL TO NEXT PAGE = 22

2.C ENCOURAGE MIXED-USE DEVELOPMENTS

2.C.1

QUESTION: Are mixed-use and transit-oriented developments allowed or encouraged?

GOAL: Revise codes and ordinances to allow for the "by right" building of mixed-use and transit-oriented developments.

WHY: Mixed-use developments allow for the co-locating of land uses, which decreases impervious surfaces associated with parking and decreases vehicle miles traveled—resulting in a reduction of hydrocarbons left on roadways and reduced air deposition.

Transit-oriented development (TOD) produces water quality benefits by reducing: (1) land consumption due to smaller site footprints; (2) parking spaces and the impervious cover associated with them; and (3) average vehicle miles traveled, which, in turn, reduces deposition of air pollution into water bodies.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Comprehensive plans identify appropriate areas for higher-density mixed-use developments (e.g., at transit stops) and recommend policies to encourage their development.	1	1	
Local capital improvement plans and funding are targeted to areas appropriate for mixed-use development.	2	2	
REMOVE BARRIERS:			
Zoning ordinances can create by-right mixed-use and transit-oriented development districts or overlays through amendments.	1	1	
Initiate map amendments to designate mixed-use and transit-oriented development areas, eliminating the need for developers to secure zoning amendments.	1		
ADOPT INCENTIVES:			
Parking requirements are reduced to reflect decreased automobile use.	1		
Credit given for adjacent on-street parking, which can count for local parking requirements.	1		
Shared parking and alternative parking arrangements encouraged.	1	1	
Mixed-use districts/areas feature increased densities and height.	1	1	
Accessory parking structures are not counted against maximum floor area ratio (FAR) on a site.	1	1	

7 PAGE TOTAL + SUBTOTAL FROM PREVIOUS PAGE 22 = ▼ CARRY THIS SUBTOTAL TO NEXT PAGE 29

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ENACT REGULATIONS:			
Zoning code requires a minimum mix of uses and minimum density in designated mixed-use and transit-oriented development areas.	1	1	
Auto-oriented uses and drive-throughs are restricted or prohibited in mixed-use and transit-oriented development areas.	1	1	

2 PAGE TOTAL + SUBTOTAL FROM PREVIOUS PAGE 29 = 31 (TOTAL POINTS AVAILABLE: 45)

▼ **Total score for SECTION 2: PROMOTE EFFICIENT, COMPACT DEVELOPMENT PATTERNS AND INFILL**

This section has been reviewed and scored by Mark L Clanton

Department name Public Works

Signee Mark L Clanton

Resources

- "Protecting Water Resources with Higher-Density Development," U.S. EPA Development, Community and Environment Division: ***http://www.epa.gov/dced/water_density.htm***
- "Infill Development: Completing the Community Fabric," Municipal Research and Services Center of Washington: ***http://www.mrsc.org/Subjects/Planning/infilldev.aspx***
- Smart Growth Priority Funding Areas Act of 1997, Maryland Department of Planning: ***http://www.mdp.state.md.us/fundingact.htm***
- Metro Regional Government Urban Growth Boundary, Portland Metro: ***http://www.metro-region.org/index.cfm/go/by.web/id/277***
- Smart Growth Toolkit, Smart Growth Leadership Institute: ***http://www.smartgrowthtoolkit.net/main-content/the-smart-growth-implementation-tools.html***
- "Water and Growth: Toward a Stronger Connection Between Water Supply and Land Use in Southeastern Pennsylvania," 10,000 Friends of Pennsylvania: ***http://10000friends.org/water-and-growth***
- "Connecting Smart Growth and Brownfields Redevelopment," Center for Environmental Policy and Management, University of Louisville: ***http://cepm.louisville.edu/publications/PDF_docs/smart%20growth%20and%20brownfields%20for%20website.pdf***
- "Strategies for Successful Infill Development," Northeast Midwest Institute: ***http://www.nemw.org/infillbook.htm***
- "Smart Infill," Greenbelt Alliance: ***http://www.greenbelt.org/resources/reports/smartinfill/index.html***
- Infill Incentives, Policy Link: ***http://www.ci.phoenix.az.us/BUSINESS/infilpgm.html***

Case Studies

- Wisconsin Department of Natural Resources is responsible for helping municipalities establish Sewer Service Area Planning to protect water quality and guide growth within public sewer systems: ***http://dnr.wi.gov/org/water/wm/GLWSP/SSAPlan/***
- Dane County, Wisconsin's BUILD program offers incentives for infill development and removes barriers to redevelopment in order to preserve farmland and prevent greenfield development: ***http://www.countyofdane.com/plandev/Community/build/about.asp***
- U.S. EPA and Land-of-Sky Regional Council in Asheville, North Carolina developed a report outlining market, policy, and regulatory changes that can help overcome the barriers to infill and brownfield redevelopment: ***http://www.epa.gov/dced/pdf/losrc_brownfields.pdf***
- The Oregon Transportation and Growth Management Program prepared a Model Infill Ordinance to clarify legal and policy-related questions about local infill incentives: ***http://www.dca.state.ga.us/intra_nonpub/Toolkit/ModelOrdinances/ModOrdInfi.pdf***
- The City of Sacramento, California's Infill Strategies includes a Water Development Fee Waiver, Reduced Entitlement Fees, and Sewer Facility Fee Reductions: ***http://www.cityofsacramento.org/planning/infill/***
- Phoenix, Arizona's Infill Housing Program provides incentives to encourage single-family housing on vacant and underutilized land and offers high density development standards: ***http://www.ci.phoenix.az.us/BUSINESS/infilpgm.html***
- Portland, Oregon's Infill Design website provides design strategies for integrating infill development into medium-density neighborhoods: ***http://www.portlandonline.com/bps/index.cfm?c=34024***
- Portland, Oregon's Ecoroof Floor Area Ratio (FAR) Bonus allows developers to increase a building's footprint or floor area by adding an ecoroof: ***http://www.portlandonline.com/bes/index.cfm?a=236916&c=48725***
- The Georgia Quality Growth Partnership's Infill Development Program outlines a comprehensive infill strategy that includes incentives, improvements to public facilities, streamlined regulations, and guidelines for the design, density, and location of infill projects: ***http://www.georgiaqualitygrowth.com/ToolDetail.asp?GetTool=32***
- Santa Cruz, California's Accessory Dwelling Unit Development Program encourages well-designed rental housing in the developed core of the City while being careful to discourage poorly-constructed illegal residential additions: ***http://www.ci.santa-cruz.ca.us/pl/hcd/ADU/adu.html***
- Clark County, Washington's Infill Development Incentives include a waiver of all stormwater requirements for infill projects that create less than 5,000 square feet of new impervious surface: ***http://www.clark.wa.gov/commdev/documents/devservices/handouts/46-infill.pdf***
- San Diego, California offers expedited permitting for eligible affordable/infill housing projects: ***http://www.sandiego.gov/development-services/industry/pdf/infobulletin/ib538.pdf***

3.A STREET DESIGN

3.A.1

QUESTION: Do local street design standards and engineering practices encourage streets to be no wider than necessary to move traffic effectively?

Do street designs vary according to:

- **street type** (arterial streets, collector streets, neighborhood streets) and
- **urban context** (urban core, transit station area, suburban center, general suburban, rural)?

Do policies allow narrow neighborhood streets designed to slow traffic and create safer conditions for pedestrians and bicyclists?

GOAL: Appropriate street widths allow narrower lanes for certain street types, thereby reducing overall imperviousness.

WHY: The width of travel lanes, parking lanes and sidewalks should be tailored to the urban setting. Where appropriate, narrowing travel lane width to 10-11 feet, rather than the standard 12-13 feet, can significantly reduce the total amount of impervious surfaces. Such streets can also substantially improve conditions for walking, biking, and using transit, which reduces automobile use and overall demand for parking spaces.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Comprehensive plan/transportation plan emphasizes alternative modes of transportation (walking, biking, and transit) to reduce vehicle miles traveled and width and prominence of roads/streets.	1	/	
Comprehensive/transportation plan calls for distributing traffic across several parallel streets, reducing the need for high capacity streets with wide rights-of-way.	1	/	
Comprehensive/transportation planning process brings emergency response and other local government departments (e.g., public works, utilities) to the table early in the process to discuss street design.	1	/	
Adopt formal bicycle/pedestrian master plan.	1		
Create "safe routes to school" programs or other pedestrian/bike safety initiatives.	1	/	
Make consistent improvements to walking/biking conditions or develop a formal bicycle/pedestrian master plan.	1	/	
REMOVE BARRIERS:			
Comprehensive plan endorses context-sensitive street design with narrower streets in appropriate locations.	1	/	
Improve pedestrian crossing at intersections to encourage walking.	1	/	
Consolidate utilities in street right-of-way to improve sidewalk design and function.	1		
		7 PAGE TOTAL	◄ CARRY THIS SUBTOTAL TO NEXT PAGE = 7

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
Negotiate with state department of transportation or county transportation department to allow different design standards for regional roads passing through downtowns or other key areas.	1	1	
Promote street standards for fire safety that include attributes of narrow streets (20 feet widths) while identifying factors relevant to local government departments involved with streets such as public works, engineering, and utilities.	2	2	
Take formal control of state or county roads within city boundaries to ensure power over design and operations.	2	2	
ADOPT INCENTIVES:			
Developments that provide comprehensive pedestrian/bicycle circulation systems allowed reducing number of vehicle parking spaces. (See parking section below for greater detail.)	1		
Developments with approved comprehensive mobility/transportation plans allowed building narrower, less costly streets and alleys.	1		
ENACT REGULATIONS:			
Revamp local government technical street specifications to allow context-sensitive, innovative street design with narrower travel lanes, without curb and gutter, etc., in appropriate circumstances (See Institute of Transportation Engineers Recommended Practice document below).	2	2	
Emergency response professionals and other local government departments involved with streets (e.g. public works, engineering, utilities) have endorsed or adopted design standards for narrower neighborhood streets.	1		
Development review process involves emergency response early on to reach consensus on appropriate project street design and access.	1	1	
Development review process requires submittal of project pedestrian/bicycle circulation plans with safe street routes and other pedestrian/bicycle-friendly features in addition to traffic circulation plans for larger developments.	1		
Apply formal connectivity index[7] or other measures to ensure adequate internal street and pedestrian/bicycle connections.	2	2	
Zoning/subdivision regulations require minimum number of connections between new project and surrounding developments and neighborhoods.	2		

10 PAGE TOTAL + SUBTOTAL FROM PREVIOUS PAGE 7 = ▼ CARRY THIS SUBTOTAL TO NEXT PAGE 17

[7] Connectivity index refers to the directness of links and the density of connections in path or road network. A well-connected road or path network has many short links, numerous intersections, and minimal dead-ends (cul-de-sacs). As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations, and creating a more *Accessible* and *Resilient* system. Source: Online Travel Demand Management Encyclopedia, *http://www.vtpi.org/tdm/tdm116.htm*

3.A.2			
	QUESTION: Are shared driveways, reduced driveway widths, two-track driveways, and rear garages and alleys encouraged for all single-family developments?		
	GOAL: Encourage alternative forms and decreased dimensions of residential driveways and parking areas.		
	WHY: Off-street parking and driveways contribute significantly to the impervious areas on a residential lot. Reducing such dimensions can minimize the amount of stormwater runoff from a site.		
	REMOVE BARRIERS:		
	Allow developments that utilize shared driveways and rear-loaded garages to permit overnight parking in driveways and on-street.	1	
	Development code prohibits homeowner covenants forbidding overnight parking in driveways, on-street overnight parking, and shared driveways.	1	
	ADOPT INCENTIVES:		
	Allow developments with narrow driveways and rear-loaded garages to reduce number of parking spaces for guests.	1	
	Zoning/subdivision regulations require minimum number of connections between new project and surrounding developments and neighborhoods.	1	
	ENACT REGULATIONS:		
	Shared driveways are permitted or required for single-family residential developments.	1	1
	Minimum widths for single-family driveways reduced to 9 feet.	1	
	Two-track driveways are allowed by technical street/subdivision specifications.	1	1
	Single-family residential developments encouraged/required to be designed with minimum percentage of alley-accessible, rear-loading garages. · Alleys/garages encouraged = 1 points · Alleys/garages required = 2 points	1 to 2	1
		3 PAGE TOTAL	SUBTOTAL FROM PREVIOUS PAGE + 17 ▼ CARRY THIS SUBTOTAL TO NEXT PAGE = 20

Green Infrastructure Elements and Street Design

QUESTION: Are major street projects required to integrate green infrastructure practices as a standard part of construction, maintenance, and improvement plans?

GOAL: Formally integrate green infrastructure into standard roadway construction and retrofit practice.

WHY: Consistent projects to improve or repair streets provide opportunities to include green infrastructure retrofits as part of larger project budget, design, and construction.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Comprehensive/transportation plans promote green infrastructure practices in street design.	1	/	
Street project cost estimates include green infrastructure designs and assess cost savings from reduced hard infrastructure.	1		
REMOVE BARRIERS:			
Technical street specifications allow/require integration of green infrastructure elements into street project construction.	1	/	
Allow street-side swales to replace conventional curb and gutter for managing stormwater and for separating sidewalks from street traffic in appropriate circumstances.	1	/	
ADOPT INCENTIVES:			
Undertake consistent effort to secure state and federal funds (e.g., transportation enhancements) to pay for green infrastructure elements.	1	/	
Streets with green infrastructure count towards stormwater requirements.	1	/	
ENACT REGULATIONS:			
Adopt green infrastructure retrofit standards for major street projects.	1	/	
Adopt technical specifications and design templates for green infrastructure in private and public rights-of-way.	1		
All local road projects required to allocate a minimum amount of the total project cost to green infrastructure elements.	1		

6 PAGE TOTAL + SUBTOTAL FROM PREVIOUS PAGE 20 = ▼ CARRY THIS SUBTOTAL TO NEXT PAGE 26

QUESTION: Do regulations and policies promote use of pervious materials for all paving areas, including alleys, streets, sidewalks, crosswalks, driveways, and parking lots?

GOAL: Build and retrofit these surfaces with pervious materials to reduce stormwater runoff and its negative impacts.

NOTE: While eliminating sidewalks or placing sidewalks on only one side of the road can reduce impervious cover, this strategy is typically most appropriate for rural areas. However, other effective strategies can achieve the same runoff reductions that will not limit residents' options for recreation and transportation.

WHY: Streets, sidewalks, and other hard surfaces contribute a large portion to a municipality's total imperviousness. Making these impervious surfaces more permeable protects water quality, reduces flooding, and can recharge groundwater.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Sponsor/approve pilot programs to determine appropriate pervious materials for different paving areas (e.g., permeable concrete for sidewalks, permeable pavers for driveways), as well as process for installation and maintenance.	1		
Pilot project results incorporated into standard practice for all new paved areas and retrofits of existing paved surfaces.	1	/	
Adopt policy to replace impervious materials with pervious materials where practical.	1		
REMOVE BARRIERS:			
Technical street specifications allow pervious paving materials in appropriate circumstances (e.g., not allowed over aquifer recharge areas).	1	/	
ADOPT INCENTIVES:			
Create formal program offering incentives (e.g., cost sharing, reduction in street widths/parking requirements, assistance with maintenance) to property owners who utilize pervious pavement elements.	1		
ENACT REGULATIONS:			
Adopt requirement that some percentage of parking lots, alleys, or roads in a development utilize pervious materials.	1	/	
Development approvals that allow/require use of pervious materials include requirements for continuing maintenance/cleaning of pervious surfaces.	1	/	

4 PAGE TOTAL + 26 SUBTOTAL FROM PREVIOUS PAGE = 30 (TOTAL POINTS AVAILABLE: 50)

▼ **Total score for SECTION 3: DESIGN COMPLETE, SMART STREETS THAT REDUCE OVERALL IMPERVIOUSNESS**

This section has been reviewed and scored by Mark A. Clark

Department name Public Works Signee Mark A. Clark

Resources

- Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, Institute of Transportation Engineers: ***http://www.ite.org/css/*** (Ch. 6, pages. 65-87)
- "Neighborhood Street Design Guidelines: An Oregon Guide for Reducing Street Widths," Oregon Department of Transportation and Department of Land Conservation and Development: ***http://www.oregon.gov/LCD/docs/publications/neighstreet.pdf***
- University of California, Davis Sustainable Transportation Center Sustainable Streets Project: ***http://stc.ucdavis.edu/outreach/ssp.php***
- New York High Performance Infrastructure Guidelines: ***http://www.designtrust.org/pubs/05_HPIG.pdf***
- Stormwater Guidelines for Green, Dense Redevelopment: Stormwater Quality Solutions for the City of Emeryville: ***http://www.ci.emeryville.ca.us/planning/pdf/stormwater_guidelines.pdf***
- "Sustainable Green Streets and Parking Lots Design Guidebook," San Mateo County, California Water Pollution Prevention Program: ***http://www.flowstobay.org/ms_sustainable_streets.php***
- Green Streets: Innovative Solutions for Stormwater and Stream Crossings, Portland Metro: ***http://www.oregonmetro.gov/index.cfm/go/by.web/id=26335***
- Green Highways Partnership between U.S. EPA, U.S. Federal Highway Administration and Maryland State Highway Administration: ***http://www.greenhighways.org/***
- Protecting Water Quality with Smart Growth Strategies and Natural Stormwater Management in Sussex County, Delaware: ***http://www.epa.gov/smartgrowth/pdf/2009_0106_sussex_county.pdf***
- Promoting Sustainable Transportation Through Site Design: An Institute of Transportation Engineers Proposed Recommended Practice: ***http://www.cite7.org/Technical_Projects/Final%20Proposed%20Recommended%20Practice%20RP-035.pdf***
- Transportation is about Places, Project for Public Spaces: ***http://www.pps.org/transportation/***

Case Studies

- The Road Ecology Center at the University of California, Davis conducts research and develops policies to design transportation systems that minimize the impacts of roads on landscapes and communities: ***http://roadecology.ucdavis.edu/***
- Houston, Texas's Urban Corridor Planning changes development regulations and infrastructure standards to support transit ridership and walkability in key corridors: ***http://www.houstontx.gov/planning/Urban/urban_cor.html***
- San Francisco, California's Better Streets Plan created a common set of standards and guidelines for designing, building and maintaining more pedestrian friendly sidewalks, crosswalks, and roadways, including extensive greening: ***http://www.sfbetterstreets.org***
- Portland, Oregon's Green Streets Program includes design specifications for swales, planters and curb extensions, creative funding for projects that treat runoff from public rights-of-way, case studies, tours, and videos of public and private green street projects: ***http://www.portlandonline.com/BES/index.cfm?c=44407***
- Seattle, Washington's Right-of-Way Improvements Manual outlines the requirements and permitting process for right-of-way improvements, as well as provides specific design criteria and model templates for submitting street design concepts: ***http://www.seattle.gov/transportation/rowmanual/***
- Florida Department of Transportation developed Model Regulations and Plan Amendments for Multimodal Transportation Districts, including regulation changes related to traffic calming, parking, sidewalks and pedestrian and bicycle facilities, and incentives for developments located in multimodal transportation districts: ***http://www.dot.state.fl.us/planning/systems/sm/los/pdfs/MMTDregs.pdf***
- New York Department of Transportation's Sustainable Streets Strategic Plan includes an initiative to retrofit underused roads into public plazas, streamlining design review for capital projects, and goals to connect tree pits for better surface drainage, among other stormwater management improvements: ***http://www.nyc.gov/html/dot/html/about/stratplan.shtml***
- Chicago, Illinois's Green Alley Program retrofits existing alleys with permeable pavement for better stormwater management, localized flood mitigation, heat reduction, material recycling, and energy conservation: ***http://egov.cityofchicago.org/webportal/COCWebPortal/COC_EDITORIAL/GreenAlleyHandbook.pdf***

- North Carolina Department of Environment and Natural Resources offers guidance to developers on eliminating curbs and gutters, including siting and design considerations, maintenance concerns, effectiveness and cost considerations: ***http://www.p2pays.org/ref/41/40403.pdf***
- New York City requires street trees for every 25 feet of street frontage of a zoning lot: ***http://www.nyc.gov/html/dcp/pdf/street_tree_planting/tree_adopted_cc_043008.pdf***, page 8.
- Seattle Public Utilities' Natural Drainage System projects redesign residential streets to include vegetated drainage systems that use swales, wetlands, trees and other natural features to treat pollutants and minimize the speed and volume of road runoff: ***http://www.seattle.gov/util/About_SPU/Drainage_&_Sewer_System/Natural_Drainage_Systems/***

4 Encourage Efficient Parking

4.A Reduced Parking Requirements

4.A.1

QUESTION: Does your local government provide flexibility regarding alternative parking requirements (e.g., shared parking, off-site parking) and discourage over-parking of developments?

Do parking requirements vary by zone to reflect places where more trips are on foot or by transit?

GOAL: Match parking requirements to the level of demand and allow flexible arrangements to meet parking standards.

WHY: Inflexible parking requirements that do not allow for alternative approaches, as well as standards that require too much parking for specific uses increase the amount of impervious surface in a development. Over-parking a development also encourages greater vehicle use and detracts from the overall pedestrian environment.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
The comprehensive plan recognizes the advantages to reduced parking requirements generally and specifically for mixed-use and transit-oriented developments.	1	/	
The comprehensive plan recommends alternative, flexible approaches to meeting parking demands (e.g., shared parking, counting on-street spaces towards site parking requirements).	1	/	
Comprehensive/bicycle plans recommend provision of bicycle parking spaces/storage lockers and concomitant reduction in vehicle parking space requirements.	1		
REMOVE BARRIERS:			
Allow flexibility in meeting parking space requirements through shared parking, off-site parking, and similar approaches.	1	/	
Permit businesses with different peak demand periods to share their required parking spaces.	1	/	
ADOPT INCENTIVES:			
Permit reduction in vehicle parking spaces through the provision of a minimum number of bicycle parking spaces.	1		
Allow by-right reduction in required parking spaces (e.g., 25%) in mixed-use and transit-oriented developments and districts.	1		
Permit developers to undertake parking studies to establish that specific developments (e.g., senior housing, affordable housing) require fewer parking spaces than typical projects.	1	/	
		5 PAGE TOTAL	◀ CARRY THIS SUBTOTAL TO NEXT PAGE = 5

Implementation Tools and Policies	Pts. Avail.	Rec. or N/A	Notes and Local References
Create parking districts to finance/construct centralized parking lots/ structures as shared parking facilities to reduce on-site parking.	1		
ENACT REGULATIONS:			
Revise parking regulations to reduce minimums below standard ITE (Institute of Transportation Engineers) requirements based on analysis of local developments and actual parking demand/experience.	2		
Charge developers for every space beyond parking minimums to offset environmental impacts.	1		
Enact parking standards that allow credit for adjacent on-street parking.	1		
Create zones with reduced parking requirements (e.g., transit overlay districts, mixed-use activity centers, multi-modal districts).	1		
Waive all parking minimums in downtown and other locations that are pedestrian-oriented and/or have good transit access.	1	1	
Adopt parking standards that reduce requirements based on sliding scale tied to degree of walkability/transit access locations (20% reduction in areas well served by bus, 30% reduction in areas served by rail stations).	1		
Require shared parking agreements where appropriate complementary uses exist.	1		
Adopt maximum parking caps (e.g., 125% above minimum) for multi-family and commercial developments.	2		
Reduce minimum parking space size based on analysis of average vehicle size in jurisdiction.	1		

1 PAGE TOTAL + 5 SUBTOTAL FROM PREVIOUS PAGE = 6 ▼ CARRY THIS SUBTOTAL TO NEXT PAGE

4.B TRANSPORTATION DEMAND MANAGEMENT

4.B.1

QUESTION: Can developers use alternative measures such as transportation demand management or in-lieu payments to reduce required parking?

GOAL: Provide flexibility to reduce parking in exchange for specific actions that reduce parking demands on site.

WHY: Incentives such as transit passes, vanpool arrangements, flexible work schedules, market-priced facilities, and separate leasing for spaces in apartments and condominiums have quantifiable impacts on parking demand. Incorporating them into parking requirements creates the opportunity to meet demand with less impervious cover.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Comprehensive/transportation plans recognize transportation demand management as an approach to reducing vehicle miles traveled and parking requirements.	1		
REMOVE BARRIERS:			
Rather than include parking spaces with an apartment lease, allow tenants to opt-out by treating parking as a separate optional lease agreement.	1		
ADOPT INCENTIVES:			
Allow businesses that offer employee transit passes, provide vans for employee commuting, allow flexible working arrangements, or charge market rates for parking to 1) provide fewer parking spaces or 2) pay less into a parking district fund for required parking spaces.	2		
Allow developers to make in-lieu fee payments for parking. Fees utilized by local government/parking authority to provide off-site parking lots/structures.	1		
Provide mechanisms for car sharing in transit-oriented development. Where done, area parking requirements are reduced.	1		
ENACT REGULATIONS:			
Create a parking district and allow/require businesses to support public garages rather than provide their own on-site parking.	1		
Require large developments to adopt transportation demand management techniques to lower vehicle use and parking demand.	1		

PAGE TOTAL 0 + SUBTOTAL FROM PREVIOUS PAGE 6 = ▼ CARRY THIS SUBTOTAL TO NEXT PAGE 6

4.C MINIMIZE STORMWATER FROM PARKING LOTS

4.C.1

QUESTION: Are there requirements for landscaping designed to minimize stormwater in parking lots?

GOAL: Require substantial landscaping to help reduce runoff.

WHY: Parking lots generate a large amount of impervious cover. Requiring landscaping reduces the environmental impact of parking and can provide additional community benefits by providing shade and, if appropriately placed, creating natural barriers between pedestrians and cars.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Comprehensive plan calls for landscaping in parking lots to help reduce stormwater runoff.	1	1	
REMOVE BARRIERS:			
Allow alternative or innovative landscaping solutions that provide stormwater management functions to count towards perimeter or other landscaping requirements.	1	1	
ADOPT INCENTIVES:			
Parking lot landscaping and green roofs on parking structures credited towards meeting local stormwater management requirements.	1	1	
Give additional landscaping credit for preservation of large, mature trees within parking lots.	1		
Do not count parking structures with green roofs against the allowable floor area ratio of a site.	1	1	
ENACT REGULATIONS:			
Adopt parking lot landscape regulations that require provision of trees, minimum percent of parking lot interior area to be landscaped (e.g., 10%), and minimum sized landscaping areas (e.g., minimum of 25 square feet for island planting areas).	1		
In parking lot landscaping regulations, specify the types and sizes of shrubs and trees most appropriate for controlling/reducing stormwater runoff.	1		
Adopt standards requiring a minimum area of the parking lot to drain into landscaped areas.	1		
Require the management of runoff from parking lots through green infrastructure practices, including trees, vegetated islands, swales, rain gardens, or other approaches.	1		

PAGE TOTAL 4 + SUBTOTAL FROM PREVIOUS PAGE 6 = ▼ CARRY THIS SUBTOTAL TO NEXT PAGE 10

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
Enact specific alternative landscaping and parking regulations to support infill development (parking requirements, parking lot landscaping options that focus on perimeter landscaping to encourage smaller lots, etc.).	2		
Require parking structures to incorporate green roofs to reduce stormwater runoff.	1		
Reduce drive aisle widths in parking lots to decrease the amount of pervious surface. For multi-family developments, drive aisles can be shared. In commercial developments, typical drive aisles can be reduced 5–10%.	1		

0 PAGE TOTAL + 10 SUBTOTAL FROM PREVIOUS PAGE = 10 (TOTAL POINTS AVAILABLE: 41)

▼ **Total score for SECTION 4: ENCOURAGE EFFICIENT PARKING**

This section has been reviewed and scored by Mark A. Clarke

Department name Public Works

Signee Mark A Clarke

Resources

- "Parking Spaces/Community Places: Finding the Balance through Smart Growth Solutions" (pg. 14, 18-19, 21), U.S. EPA Development, Community and Environment Division: ***http://www.epa.gov/piedpage/pdf/EPAParkingSpaces06.pdf***
- "Shared Parking, Second Edition," Urban Land Institute: ***www.uli.org/bookstore/***
- "Developing Parking Policies to Support Smart Growth in Local Jurisdictions: Best Practices," Metropolitan Transportation Commission: ***http://www.mtc.ca.gov/planning/smart_growth/parking_study/April07/bestpractice_042307.pdf***
- "Driving Urban Environments: Smart Growth Parking Best Practices," Maryland Governor's Office of Smart Growth: ***http://www.smartgrowth.state.md.us/pdf/Final%20Parking%20Paper.pdf***
- "Design Principles for Parking Lots," Tennessee Valley Authority Economic Development: ***http://www.tvaed.com/sustainable/parking.htm***
- Efficient Parking Strategies, Centralina Council of Governments and Catawba Regional Council of Governments: ***http://www.epa.gov/region4/airqualitytoolkit/9_CaseStudies/SEQL%20-%20Efficient%20Parking%20Strategies.pdf***
- "Parking Management: Strategies, Evaluation and Planning," Victoria Transport Policy Institute: ***http://www.vtpi.org/park_man.pdf***
- "Smart Growth Alternatives to Minimum Parking Requirements," *Proceedings from the 2nd Urban Street Symposium*, July 28-30, 2003: ***http://transtoolkit.mapc.org/Parking/Referenced_pdfs/Forinash_SmartGrowthParkingAlternatives.pdf***
- "Flexible Parking Standards," Georgia Quality Growth Partnership: ***http://www.dca.state.ga.us/toolkit/ToolDetail.asp?GetTool=17***
- "Multifunctional Landscaping: Putting Your Parking Lot Design Requirements to Work for Water Quality," University of Illinois Extension: ***http://urbanext.illinois.edu/lcr/LGIEN2002-0017.html***
- "Low-Impact Parking Lot Design Reduces Runoff and Pollutant Loads," Journal of Water Resources Planning and Management, 2001: ***http://cedb.asce.org/cgi/WWWdisplay.cgi?0101775***
- "Managing Stormwater for Urban Sustainability Using Trees and Structural Soils," Virginia Polytechnic Institute and State University: ***http://www.cnr.vt.edu/urbanforestry/stormwater/Resources/TreesAndStructuralSoilsManual.pdf***

Case Studies

- San Mateo County, California's "Sustainable Green Streets and Parking Lots Design Guidebook" provides policy guidance and design and construction details, including site layout strategies, green infrastructure design guidelines and case studies for both streets and parking lots: ***http://www.flowstobay.org/ms_sustainable_streets.php***
- Minneapolis, Minnesota's zoning code includes regulations to support pedestrian-oriented off-street parking, including parking maximums, shared parking allowances, pedestrian-overlay districts with reduced parking requirements, replacing off-street parking spaces with bicycle racks, and more: ***http://www.ci.minneapolis.mn.us/lrtrezoning/tod-haiwatha-09.asp***
- Boston Metropolitan Area Planning Council gives detailed guidance for reducing parking demand and developing parking requirements based on local factors such as access to transit, expected demographics, auto ownership rates and access to destinations and transit service: ***http://transtoolkit.mapc.org/Parking/Strategies/flexiblerequirements.htm***
- San Diego, California's Community Parking District Program helps older commercial districts collect revenue and implement parking plans to construct public parking facilities, make public transit enhancements, and maximize off-street parking inventory: ***http://www.sandiego.gov/economic-development/business-assistance/small-business/pmd.shtml***
- Placer County, California enacted an In-Lieu Parking Fee that allows developments within specific parking districts to pay a fee in lieu of complying with off-street parking standards. The collected fees are then used to construct new public parking spaces within the same parking district: ***http://www.placer.ca.gov/Departments/Works/TahPkngStudy/DraftParkingFeeOrdinance.aspx***
- Minnesota's Urban Small Sites Best Management Practice Manual provides drawings, design guidelines and plant lists for impervious surface reduction in parking lot design: ***http://km.fao.org/uploads/media/Impervious_surface_reduction_parking_lot_desing.pdf***
- The retrofit of Our Lady Gate of Heaven Parish parking lot in Chicago, Illinois included a large swale that absorbs 100,000 gallons of runoff per year, reducing flooding in the parking lot and in nearby streets and properties. This U.S. EPA-funded project continues to be monitored for

performance data: ***http://www.cnt.org/natural-resources/demonstration-projects/olgh-case-study***

- The Florida Aquarium Parking Lot and Queuing Garden in Tampa, Florida maximizes existing site vegetation for stormwater management and provides education to Aquarium visitors. This website includes construction cost information, lessons learned, monitoring results and maintenance protocols: ***http://www.sustainablesites.org/cases/show.php?id=16***
- Several parking lot demonstration sites in Blacksburg, VA, Ithaca, NY and Davis, CA provide details about newly constructed parking lots and retrofitted lots that include trees, structural soils and pervious pavements for managing stormwater: ***http://www.cnr.vt.edu/urbanforestry/stormwater/DemonstrationSites.html***

5 ADOPT GREEN INFRASTRUCTURE STORMWATER MANAGEMENT PROVISIONS

5.A GREEN INFRASTRUCTURE PRACTICES

5.A.1

QUESTION: Are green infrastructure practices encouraged as legal and preferred for managing stormwater runoff?

GOAL: Make all types of green infrastructure allowed and legal and remove all impediments to using green infrastructure (including for stormwater requirements), such as limits on infiltration in rights-of-way, permit challenges for green roofs, safety issues with permeable pavements, restrictions on the use of cisterns and rain barrels, and other such unnecessary barriers.

WHY: Green infrastructure approaches are more effective and cost efficient than conventional stormwater management practices in many instances, and provide other substantial community benefits.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Inform the public, through education and outreach programs, that green infrastructure practices can manage stormwater runoff on their property.	1	/	
Create a green infrastructure workshop or training program for internal and external reviewers to ensure that the stakeholders who use this tool will have the ability to understand and use it effectively.	1	/	
REMOVE BARRIERS:			
Development and other codes encourage and allow property owners to adopt home-based green infrastructure practices, such as rain gardens, rain barrels, and other rainwater harvesting practices.	1	/	
Review and change, where necessary, building codes or other local regulations to ensure that all local government departments/agencies have coordinated with one another to ensure that green infrastructure implementation is legal, e.g. remove restrictions on downspout disconnection.	1	/	
ADOPT INCENTIVES:			
Credit green infrastructure practices towards required controls for stormwater runoff.	1	/	
Establish a "Green Tape" expedited review program for applications that include green infrastructure practices.	1	/	
Reduce stormwater utility rates based on the use of green infrastructure practices.	1		
		6 PAGE TOTAL	◀ CARRY THIS SUBTOTAL TO NEXT PAGE = 6

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ENACT REGULATIONS:			
Zoning and subdivision regulations specifically permit green infrastructure facilities, including but not limited to: (1 point for each technique to a maximum of 4 points) · Green roofs; · Infiltration approaches, such as rain gardens, curb extensions, planter gardens, permeable and porous pavements, and other designs where the intent is to capture and manage stormwater using soils and plants; · Water harvesting devices, such as rain barrels and cisterns; and · Downspout disconnection.	1 to 4	4	
Developers are required to meet stormwater requirements using green infrastructure practices where site conditions allow. Developers must provide documentation for sites that do not allow on-site infiltration, reuse, or evapotranspiration to meet locally determined performance stormwater management standards.	1 to 2	2	
		6 PAGE TOTAL	SUBTOTAL FROM PREVIOUS PAGE + 6 ▼ CARRY THIS SUBTOTAL TO NEXT PAGE = 12

5.A.2

QUESTION: Do stormwater management plan reviews take place early in the development review process?

GOAL: Incorporate stormwater plan comments and review into the early stages of development review/site plan review and approval, preferably at pre-application meetings with developers.

WHY: Pre-site plan review is an effective tool for discussing with developers alternative approaches for meeting stormwater requirements. This will incorporate green infrastructure techniques into new projects at early design stages, well before construction begins.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Encourage/require a pre-site plan meeting with developers to discuss stormwater management and green infrastructure approaches. · Voluntary = 1 point · Mandatory = 2 points	1 to 2	1	
Include landscape architects in design and review of stormwater management plans.	1		
ADOPT INCENTIVES:			
Provide accelerated review of projects where developer attended a pre-application meeting.	1	1	
ENACT REGULATIONS:			
Preliminary stormwater plan review occurs contemporaneously with preliminary site plan review and before any development approvals.	1	1	
Development applications must include preliminary/conceptual stormwater management plans that incorporate green infrastructure elements and describe how stormwater management standards will be met.	1	1	

4 PAGE TOTAL + 12 SUBTOTAL FROM PREVIOUS PAGE = 16 ▼ CARRY THIS SUBTOTAL TO NEXT PAGE

5.A.3

QUESTION: Do local building and plumbing codes allow harvested rainwater for exterior uses, such as irrigation, and non-potable interior uses, such as toilet flushing?

GOAL: Ensure that the municipality allows and encourages stormwater reuse for non-potable uses.

WHY: Stormwater reuse is important for dense, urban areas with limited spaces for vegetated green infrastructure practices.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Local government provides information brochures/manual for homeowners describing acceptable rainwater harvesting techniques.	1	1	
REMOVE BARRIERS:			
Local development, building, and plumbing codes updated to allow reuse of stormwater for non-potable purposes.	1	1	
ADOPT INCENTIVES:			
Reduce stormwater management facility requirements for developments employing comprehensive rainwater harvesting.	1		
Reduce stormwater utility rates based on the use of harvest and reuse techniques.	1		
ENACT REGULATIONS:			
Require developments to adopt rainwater harvesting techniques as elements of stormwater management plans.	1		

2 PAGE TOTAL + 16 SUBTOTAL FROM PREVIOUS PAGE = 18 ▼ CARRY THIS SUBTOTAL TO NEXT PAGE

5.A.4

QUESTION: Are provisions available to meet stormwater requirements in other ways, such as off-site management within the same sewershed or "payment in lieu" of programs, to the extent that on-site alternatives are not technically feasible?

GOAL: Allow off-site management of runoff while still holding developers responsible for meeting stormwater management goals.

WHY: In some cases, it is impracticable or infeasible to treat all or even some of the stormwater runoff on site. In such instances, alternative means should be provided through contribution to off-site mitigation projects or off-site stormwater management facilities (preferably green infrastructure facilities).

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A
For infill and redevelopment areas, off-site green stormwater management plans should be developed in cooperation between local government and landowners/developers. Allowing off-site management of stormwater runoff requires sewershed designation within the local government to ensure that true mitigation is possible and realize the equal stormwater management and water quality benefits through off-site management.	2	
Retrofit projects that will utilize green infrastructure stormwater management techniques should be identified and prioritized within the sewershed.	1	
Amend stormwater management regulations and development codes as necessary to allow off-site stormwater management, especially for infill and redevelopment areas.	1	
Establish system that allows/requires payment-in-lieu fees for off-site stormwater management facilities. Fees should be set sufficiently high as to cover the true cost of off-site management. Consider limitations on amount of off-site management allowed (more for infill areas, less for greenfield sites).	1	

PAGE TOTAL: 0 + SUBTOTAL FROM PREVIOUS PAGE: 18 = ▼ CARRY THIS SUBTOTAL TO NEXT PAGE: 18

5.B.1

QUESTION: Does your stormwater ordinance include monitoring, tracking, and maintenance requirements for stormwater management practices?

GOAL: Incorporate monitoring, tracking, and maintenance requirements for stormwater management practices into your municipal stormwater ordinance.

WHY: These measures will help ensure that the successful tracking and monitoring of green infrastructure practices remain in proper working condition to provide the performance required by the stormwater ordinance.

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
ADOPT PLANS/EDUCATE:			
Develop a system to monitor and track stormwater management practices deployed at greenfield and redevelopment sites. Tracking of management practices should begin during the plan review and approval process with a database or geographic information system (GIS). The database should include both public and private projects.	1		
Provide model checklist for maintenance protocols for ease of inspection, tracking, and enforcement.	1	1	
Sponsor demonstration projects for green infrastructure management best practices.	1	1	
REMOVE BARRIERS:			
Ensure that proper local agencies have authority to enforce maintenance requirements.	1	1	
ADOPT INCENTIVES:			
Create self-inspection maintenance certification program that allows developers/landowners to train/retain private inspectors to certify compliance with stormwater management plans and long-term maintenance.	1		
ENACT REGULATIONS:			
Require long-term maintenance agreements that allow for public inspections of the management practices and account for transfer of responsibility in leases and/or deed transfers.	1	1	
Conduct inspections every 3 to 5 years, prioritizing properties that pose the highest risk to water quality, inspecting at least 20% of approved facilities annually.	1	1	
Develop a plan approval and post-construction verification process to ensure compliance with stormwater standards, including enforceable procedures for bringing noncompliant projects into compliance.	1	1	
		6 PAGE TOTAL	SUBTOTAL FROM PREVIOUS PAGE + 18 = ▼ CARRY THIS SUBTOTAL TO NEXT PAGE 24

Implementation Tools and Policies	Pts. Avail.	Pts. Rec. or N/A	Notes and Local References
Inspections of construction sites occur at for at least 25% of permitted projects to ensure proper installation of approved practices.	1	1	
Require conservation/green infrastructure bond/escrow in zoning/subdivision ordinances to ensure installation/maintenance of green infrastructure storm water management facilities.	1		

1 PAGE TOTAL

SUBTOTAL FROM PREVIOUS PAGE + 24 = 25 (TOTAL POINTS AVAILABLE: 39)

▼ **Total score for SECTION 5: GREEN INFRASTRUCTURE STORMWATER MANAGEMENT PROVISIONS**

This section has been reviewed and scored by Mark A. Clanton

Department name Public Works Signee Mark A. Clanton

Resources

- Green Infrastructure Municipal Handbook, U.S. EPA Green Infrastructure website: ***http://cfpub.epa.gov/npdes/greeninfrastructure/munichandbook.cfm***
- *A Catalyst for Community Land Use Change*, National NEMO Network 2008 Progress Report with local regulations for water quality protection: ***http://nemonet.uconn.edu/about_network/publications/2008_report.htm***
- Public Entity Environmental Management System Resource Center: ***http://peercenter.net/***
- Environmental Management System, U.S. EPA: ***http://epa.gov/ems/***
- "The Economics of Low-Impact Development: A Literature Review," EcoNorthwest: ***http://www.econw.com/reports/ECONorthwest_Low-Impact-Development-Economics-Literature-Review.pdf***
- "Reducing Stormwater Costs through Low Impact Development (LID) Strategies and Practices," U.S. EPA Office of Water: ***http://www.epa.gov/owow/nps/lid/costs07/***
- New York City's PlaNYC for Water: ***http://www.nyc.gov/html/planyc2030/html/plan/water.shtml***
- Puget Sound Partnership Low Impact Development Local Regulation Assistance Project: ***http://www.psparchives.com/our_work/stormwater/lid/lid_regs.htm***
- Massachusetts Low Impact Development Toolkit: ***http://www.mapc.org/regional_planning/LID/PDFs/LID%20Local%20Codes%20Checklist.pdf***
- Plan Review checklist and flow chart, Office of Watersheds, Philadelphia Water Department: ***http://www.phillyriverinfo.org/WICLibrary/DevelopmentProcess_Final.pdf***
- General Factors that Influence the Selection of Stormwater Management Facilities, Portland Bureau of Environmental Services: ***http://www.portlandonline.com/shared/cfm/image.cfm?id=129055***
- Operations and Maintenance of Treatment Best Management Practices, Santa Clara Valley Urban Pollution Prevention Program: ***http://www.scvurppp-w2k.com/om_workproduct_links.htm***
- Stormwater Center Maintenance Agreements Guidance and Case Studies: ***http://www.stormwatercenter.net/Manual_Builder/Maintenance_Manual/4Maintenance_Agreements/Maintenance%20Agreements%20Introduction.htm***

Case Studies

- Alachua County, Florida's stormwater regulation requires that developers reduce impervious surfaces via vertical construction and alternative parking surfaces and use site contours and minimize disturbance to existing natural features: ***http://growth-management.alachua.fl.us/compplanning/amended_docs/ORDstormCPA-06-01final.pdf***
- Philadelphia, Pennsylvania's stormwater regulation requires that projects infiltrate/manage the first 1" of rainfall from all directly connected impervious surfaces and exempts redevelopment projects from flood control and channel protection requirements: ***http://www.phillyriverinfo.org/Programs/SubprogramMain.aspx?Id=Regulations***
- Portland, Oregon's stormwater requirement uses a mandatory hierarchy that requires on-site infiltration with surface vegetation above all other practices ***http://www.portlandonline.com/bes/index.cfm?c=35122*** (Chapter 1, page 1-18)
- Emeryville, California's stormwater guidelines for dense green redevelopment provide guidance on using green infrastructure in high density, infill sites: ***http://ca-emeryville.civicplus.com/DocumentView.asp?DID=144***
- Portland, Oregon's Ecoroof Floor Area Ratio (FAR) Bonus allows developers to increase a building's footprint or floor area for projects that include an ecoroof: ***http://www.portlandonline.com/bes/index.cfm?a=236916&c=48725***
- Chicago Department of Construction and Permits has a Green Permit Program that offers expedited permits and waived permit review fees for projects that meet a series of green building requirements, including exceptional water management and green roof criteria: ***http://egov.cityofchicago.org/webportal/COCWebPortal/COC_EDITORIAL/GreenPermitBrochure1.pdf***
- Tucson, Arizona's Water Harvesting Guidance Manual describes how the City's code requirements for water harvesting help to meet several other local codes, such as for landscaping, floodplain and erosion hazard management, and stormwater management: ***http://dot.tucsonaz.gov/stormwater/education/waterharvest.php*** (page 26)
- San Francisco, California's Public Utilities, Department of Building Inspection and Department of Public Health partnered to allow the use of rainwater for irrigation and toilet flushing without requiring treatment to potable standards: ***http://sfwater.org/mto_main.cfm/MC_ID/14/MSC_ID/361/MTO_ID/559***

- Seattle, Washington's Green Factor is an amended landscape requirement that property owners meet via a scoring system that encourages green features such as large plants, permeable pavement, green roofs, vegetated walls and tree preservation: ***http://www.seattle.gov/dpd/permits/greenfactor/Overview/***
- San Jose, California's stormwater regulation requires that projects with 10,000 square feet or more of impervious surface area use landscape-based treatment and trees to meet quantity and quality standards: ***http://www.sanjoseca.gov/planning/stormwater/Policy_6-29_Memo_Revisions.pdf***
- Santa Monica, California's stormwater code requires that new development projects maximize permeable areas, maximize runoff to permeable areas, reuse stormwater, and reduce parking lot pollution: ***http://www.smgov.net/uploadedFiles/Departments/OSE/Categories/Urban_Runoff/UR_Brochure.pdf***
- Chicago, Illinois's stormwater regulation requires that new developments manage 0.5" runoff from all impervious surfaces or reduce imperviousness by 15%: ***http://egov.cityofchicago.org/webportal/COCWebPortal/COC_EDITORIAL/StormwaterManagementOrdinance1206.pdf***
- Lenexa, Kansas's stormwater regulation requires new developments to manage 1.37" for water quality using a natural system treatment train approach and also charges a fee for water quantity management which pays for watershed-scale public projects managed by the City: ***http://www.ci.lenexa.ks.us/LenexaCode/viewXRef.asp?Index=2927***
- Fauquier County, Virginia's stormwater maintenance agreements state that if maintenance is neglected the County has the authority to perform the work and recover costs from the property owner: ***http://www.fauquiercounty.gov/documents/departments/commdev/pdf/SWMOrdinance.pdf*** (pages 12-13)
- Philadelphia, Pennsylvania's Stormwater Management Guidance Manual provides maintenance guidelines and schedules for a range of green infrastructure practices, from green roofs to pervious pavements and subsurface infiltration: ***http://www.phillyriverinfo.org/Programs/SubprogramMain.aspx?Id=StormwaterManual***

ACKNOWLEDGMENTS

U.S. Environmental Protection Agency's Development, Community and Environment Division (EPA's Smart Growth Program) prepared this scorecard in cooperation with the Office of Wetlands, Oceans and Watersheds.

PRINCIPAL AUTHORS:

Abby Hall and Lynn Richards

CONTRIBUTORS AND REVIEWERS:

U.S. EPA Development, Community and Environment Division

- Matthew Dalbey
- Lynn Desautels
- Kevin Nelson
- Megan Susman
- John Thomas
- Clark Wilson

U.S. EPA Office of Wetlands, Oceans and Watersheds

- Rebecca Dils
- Robert Goo
- Lisa Hair
- Dov Weitman

U.S. EPA Office of Wastewater Management

- Jennifer Molloy

U.S. EPA Office of Ground Water and Drinking Water

- Sylvia Malm

U.S. EPA Regions

- Paula Estornell
- Gregory Voigt

External Reviewers

- Glen Abrams, *Philadelphia Water Department*
- Michael Beezhold, *Watershed Manager, Lenexa, Kansas*
- Michael Berkshire, *Chicago Department of Planning and Development*
- Stephen Hofstetter, *Environmental Protection Department, Alachua County, Florida*
- Jessica Cogan Millman, *Executive Director, National Association of Local Government Environmental Professionals*
- Chris Duerksen, *Clarion Associates*
- Frank Gray, *Director of Community and Economic Development, Salt Lake City, Utah*
- Greg McPherson, *USDA Forest Service*
- Lisa Nisenson, *Nisenson Consulting*
- Jeffrey Seltzer, *District of Columbia Department of Transportation*
- Nancy Stoner, *Natural Resources Defense Council Clean Water Program*